

SECTION 2500
STANDARD DETAILS FOR TRAFFIC

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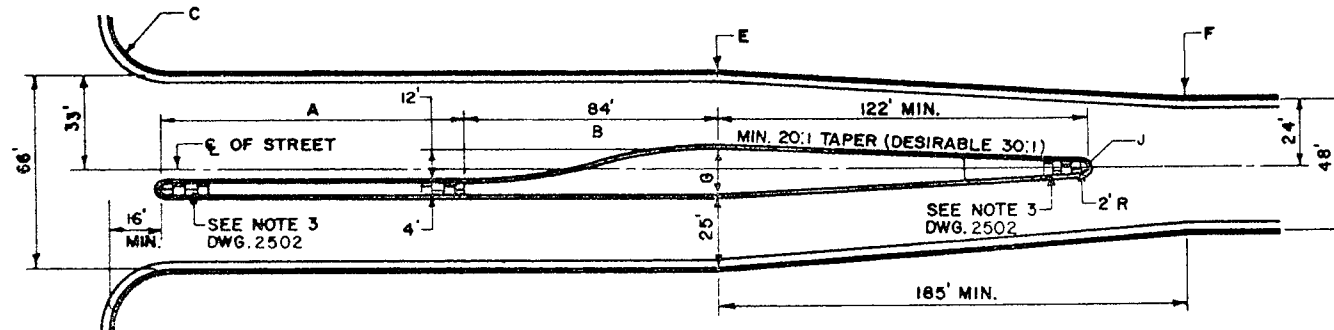
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2581	STREET LIGHTING INSTALLATION & POLE DETAILS

GENERAL NOTES:

1. ALL DIMENSIONS ARE FROM FLOW LINE TO FLOW LINE.

CONSTRUCTION NOTES:

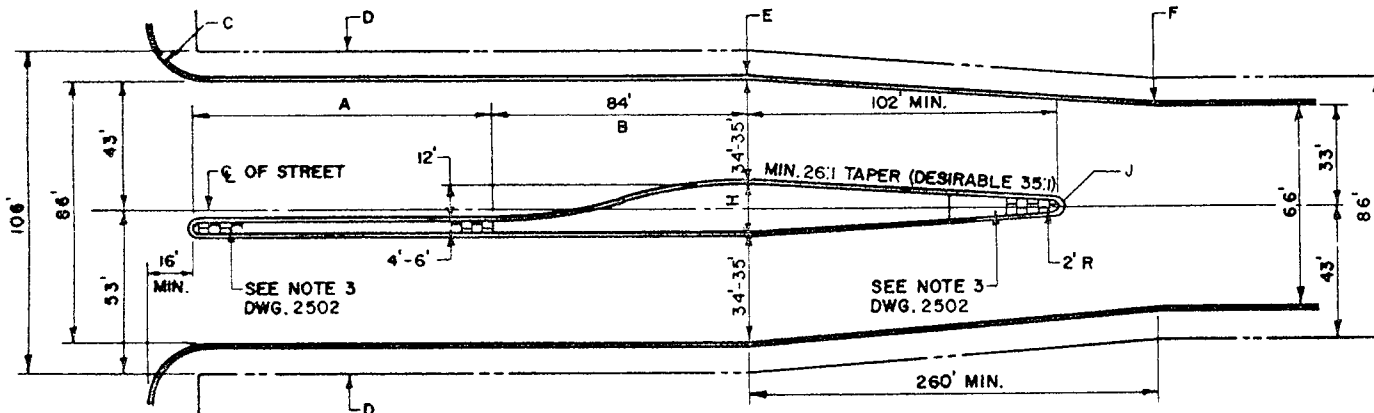
- A. VARIES, SEE PLANS.
- B. 150' R REVERSE CURVE.
- C. FOR CURB RETURN RADII SEE DWG. 2504 & 2505.
- D. RIGHT-OF-WAY LINE.
- E. BEGIN TRANSITION.
- F. END TRANSITION.
- G. 16' OR AS SPECIFIED ON THE PLANS.
- H. 16'-18' OR AS SPECIFIED ON THE PLANS.
- J. INSTALL 4" DIAMETER PVC SLEEVE THRU MEDIAN PAVING ± 10' BACK OF NOSE. CENTERED IN MEDIAN FOR SIGN POSTS BY OTHERS.



STANDARD TRANSITION FROM 48' TO 66'
(WITH CHANNELIZATION)

CURVE DATA

R	Δ	T	L
150'	16° 15' 37"	21.43'	42.57'



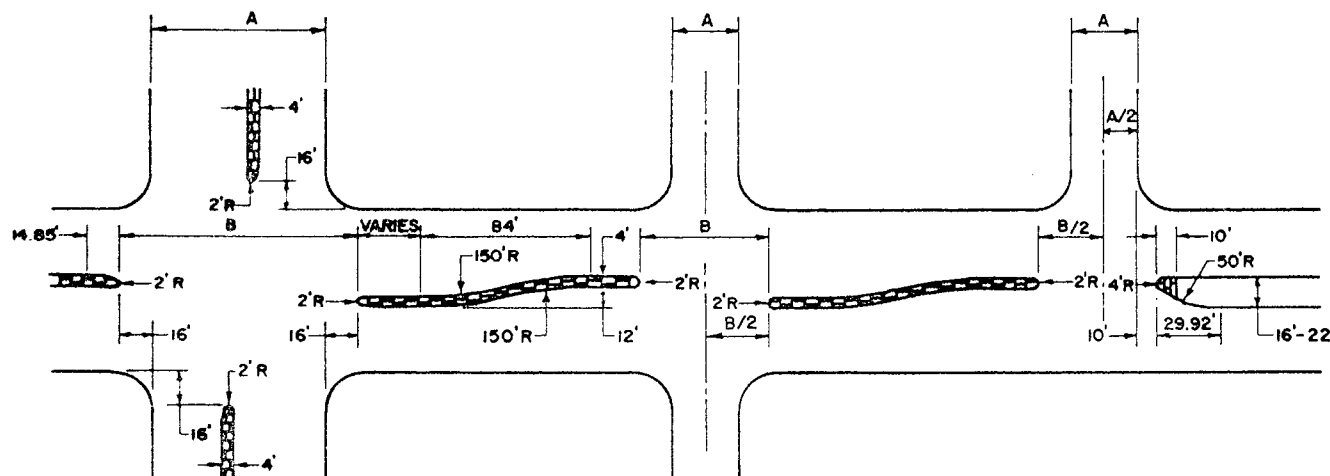
STANDARD TRANSITION FROM 66' TO 86'
(WITH CHANNELIZATION)

REVISIONS
12-31-92

CITY OF ALBUQUERQUE
TRAFFIC
STANDARD TRANSITION
DWG. 2501
AUG. 1986

GENERAL NOTES:

1. INTERSECTIONS WITH SKEWS GREATER THAN 10° SHALL BE INDIVIDUALLY DESIGNED AND DETAILED IN THE PLANS. DESIGN CRITERIA SHALL BE ESTABLISHED BY THE TRAFFIC ENGINEERING DIV. AND THE ACTUAL DESIGN APPROVED BY THE TRAFFIC ENGINEER.
2. ALL DIMENSIONS ARE FROM FLOW LINE TO FLOW LINE.
3. PAVE ALL MEDIANS 5' OR LESS IN WIDTH, FL. TO FL. WITH 4" PORTLAND CEMENT PATTERNED CONC. SIDEWALK. END PAVING WHERE MEDIAN WIDENS PAST 5'.
4. MEDIANS GREATER THAN 5' IN WIDTH FL. TO FL., THE MEDIAN END WILL BE PAVED 10' BACK FROM THE NOSE WITH 4" PORTLAND CEMENT PATTERNED CONC. SIDEWALK. (3/16" PATTERNED DEPTH).



THRU INTERSECTION

THRU INTERSECTION

"T" INTERSECTION

TYPICAL STREET INTERSECTION PLAN

MEDIAN OPENING DIMENSIONS	
STREET WIDTH "A"	MEDIAN OPENING "B"
LESS THAN 48'	76'
48' TO 64'	96'
66'	98'
86'	118'

CURVE DATA

R	Δ	T	L
150'	16° 15' 37"	21.43'	42.57'
50'	34° 18' 04"	15.43'	29.93'
4'	145° 41' 56"	12.96'	10.17'

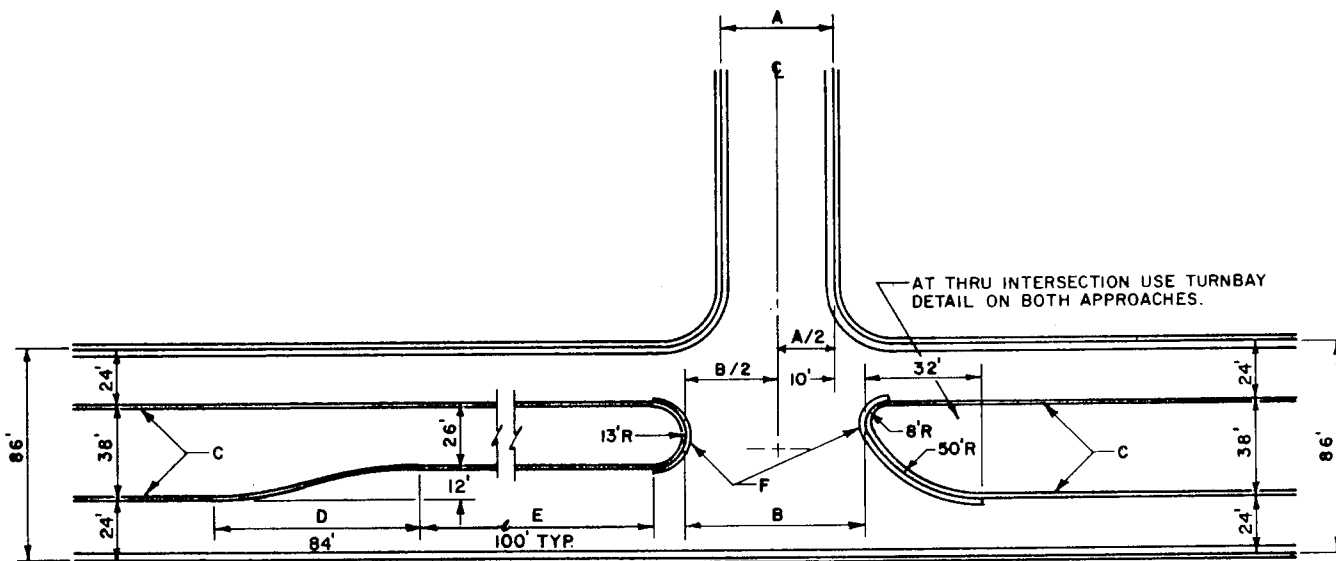
* FOR 16' MEDIAN WIDTH.

CITY OF ALBUQUERQUE

REVISIONS

TRAFFIC
TYPICAL STREET INTERSECTION
PLAN
DWG. 2502

AUG. 1986



TYPICAL INTERSECTION PLAN
MAJOR ARTERIAL STREET W/STAGE CONSTRUCTION

GENERAL NOTES:

1. ALL DIMENSIONS ARE FROM FLOW LINE TO FLOW LINE.

MEDIAN OPENING DIMENSIONS	
STREET WIDTH "A"	MEDIAN OPENING "B"
LESS THAN 40'	58'
40' TO 46'	66'
48' TO 64'	86'
66'	98'
86'	118'

CONSTRUCTION NOTES:

- A. STREET WIDTH.
- B. MEDIAN OPENING.
- C. EXTRUDED ASPHALT CURB.
- D. 150'-R REVERSE CURVES.
- E. VARIES, SEE PLANS.
- F. CONC. MEDIAN C. & G.

CURVE DATA

R	Δ	T	L
150'	16° 15' 37"	21.43'	42.57'
50'	58° 24' 43"	27.95'	50.97'
13'	180°	∞	40.84'
8'	121° 35' 17"	14.31'	16.98'

CITY OF ALBUQUERQUE	
REVISIONS	TRAFFIC TYPICAL STREET INTERSECTION PLAN DWG. 2503
	AUG. 1986

STANDARD CURB RETURN RADII (AT FLOWLINE) AND RIGHT-OF-WAY AT INTERSECTIONS

INTERSECTING STREETS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	MAJOR LOCAL	LOCAL RESIDENTIAL	LOCAL-INDUSTRIAL COMMERCIAL
PRINCIPAL ARTERIAL	(3) min.*	(3)*	(3)*	30'	30'	30**
MINOR ARTERIAL	(3)*	35**	30**	30'	30'	30**
COLLECTOR	(3)*	30**	25'	25'	25'	30**
MAJOR LOCAL	30'	30'	25'	20'	20'	30**
LOCAL RESIDENTIAL	30'	30'	25'	20'	20'	N/A
LOCAL INDUSTRIAL COMMERCIAL	30**	30**	30'	30	N/A	30**

ALLEY RETURNS Shall match the radii requirements for design vehicles expected - 25' minimum.

* MAY BE INCREASED AT DISCRETION OF THE TRAFFIC ENGINEER.

Radii needs to be evaluated in terms of design vehicle where significant percentages of WB-40, 50, and 60 vehicles are probable. 2-centered or 3-centered curves should be used to provide adequate turning paths.

NOTES:

- Intersecting property lines at intersections must be designed to allow construction of full-sized standard handicapped access ramps wholly within the public right-of-way. Ramps must conform to the Standard Details.
- Flared transitions must be provided where local residential streets having less than 32 feet wide paving intersect other streets. The transition must provide for a 25:1 taper from the narrower street width to a full 32 feet pavement width at the ends of the curb returns on the narrow street leg of the intersection. Curb return radii will normally be 25 feet measured to the flowline.
- Use three centered asymmetric curves with channelized right-turn lane. Island shall be large enough for pedestrian facilities and Traffic Control devices.

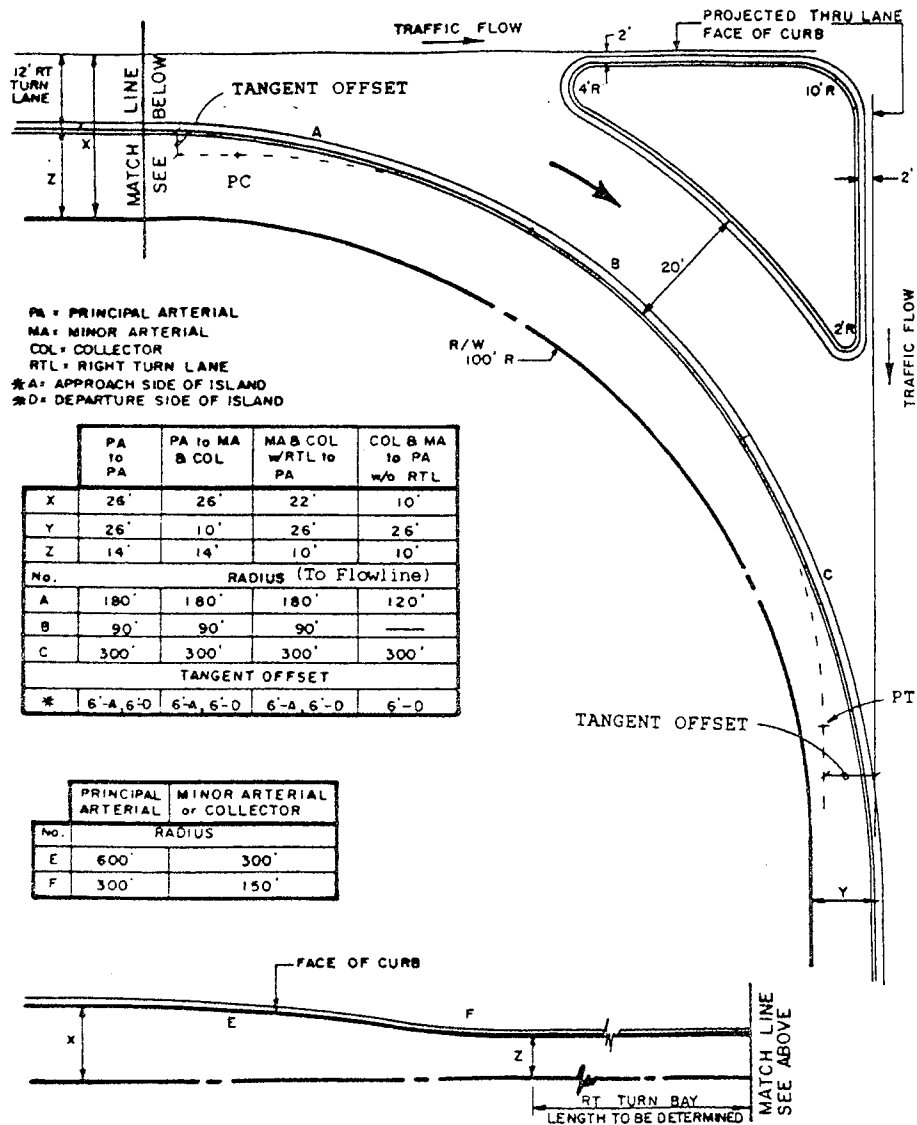
CITY OF ALBUQUERQUE

REVISIONS

TRAFFIC
CURB RETURN RADIUS TABLE

DWG. 2504

DEC. 1992

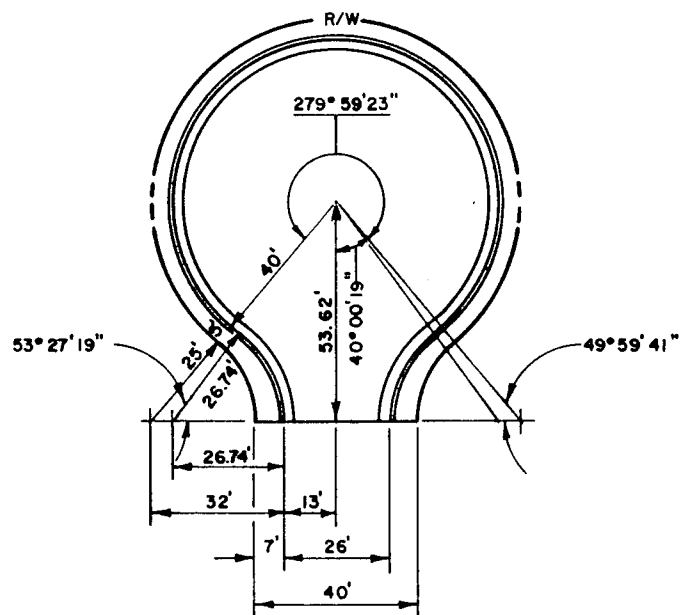


CITY OF ALBUQUERQUE	
REVISIONS	TRAFFIC
	CHANNELIZED RIGHT TURN FOR INTER. WITH PRINCIPAL ARTERIAL
	DWG. 2505
	DEC. 1992

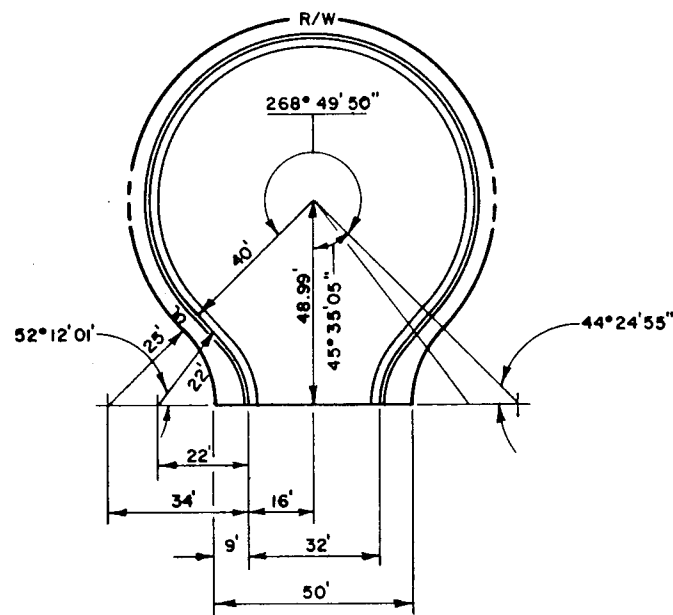
CASE	PAVED AREA SQ. YARDS	C. & G. LINEAL FEET
I	564	250
II	556	239
III	573	245

GENERAL NOTES:

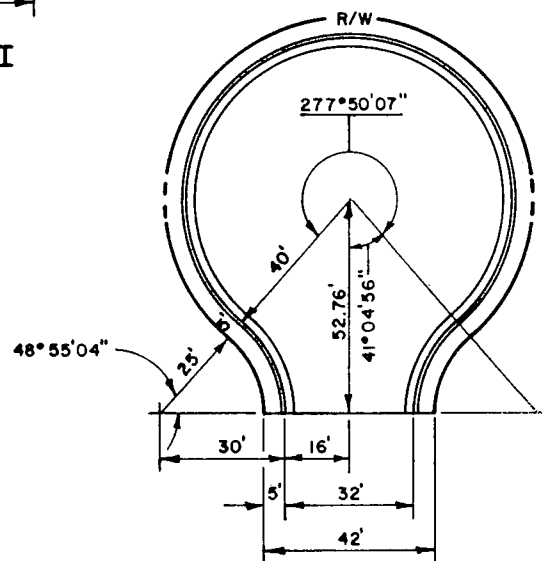
- I. ANY DESIGN CALLING FOR A CUL-DE-SAC WITH LESS THAN A 40 FT. PAVING RADIUS MUST BE INDIVIDUALLY APPROVED BY TRAFFIC ENG. DIVISION.



CASE I



CASE II



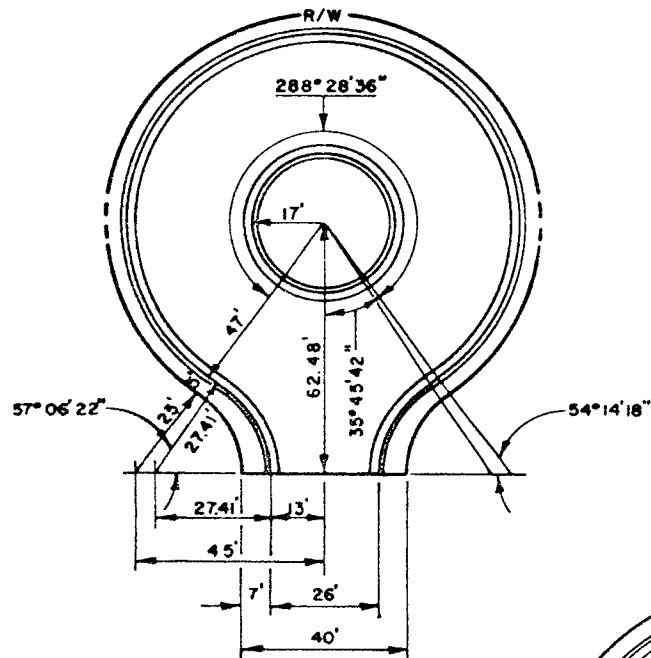
CASE III

CITY OF ALBUQUERQUE	
TRAFFIC	
PLAIN CUL-DE-SACS	
DWG. 2510	
AUG. 1986	

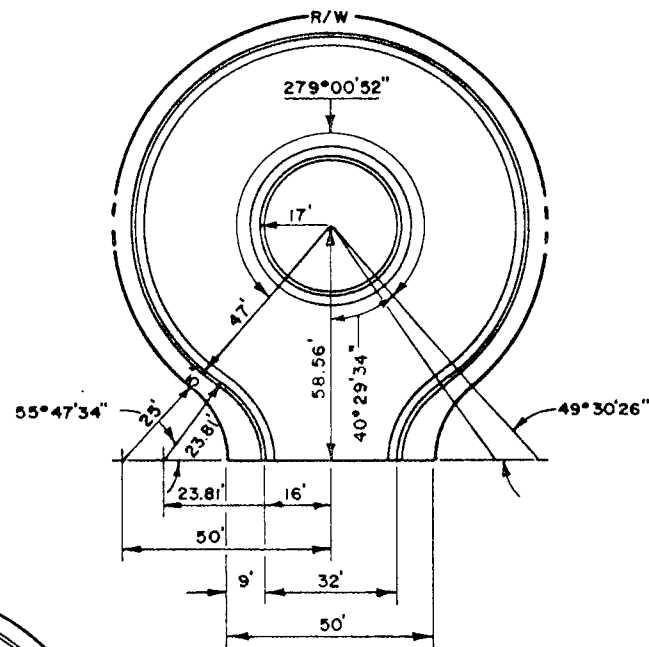
CASE	PAVED AREA SQ. YARDS	C. & G. LINEAL FEET
I	649	400
II	644	392
III	659	398

GENERAL NOTES:

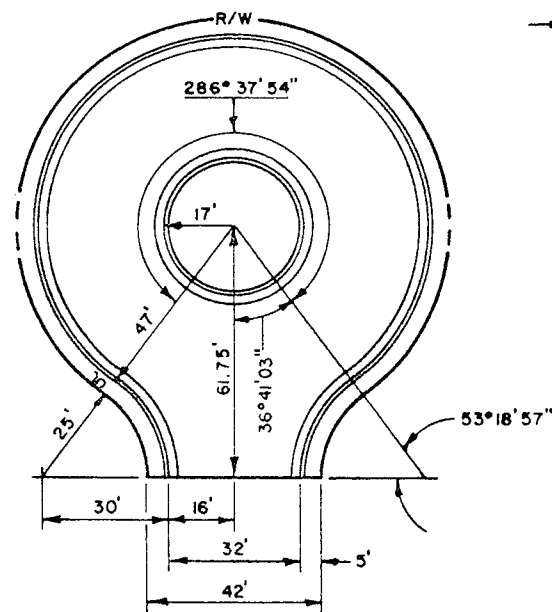
I. SEE GENERAL NOTES DWG, 2510.



CASE I



CASE II



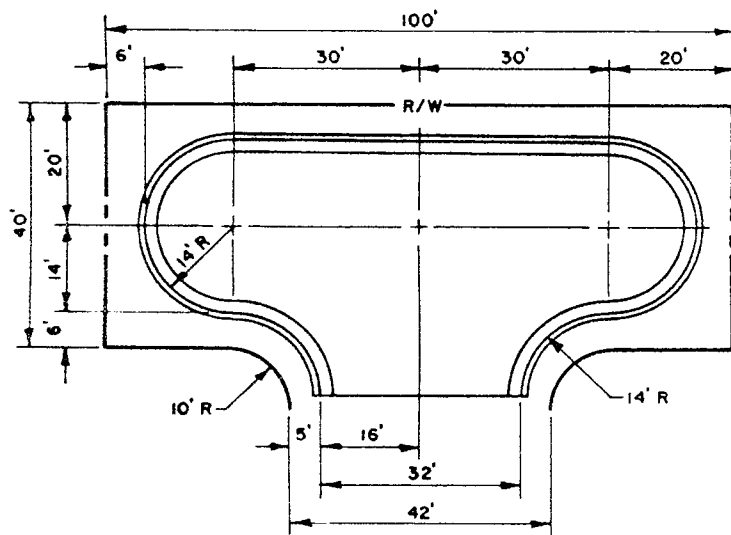
CASE III

REVISIONS
12-31-92

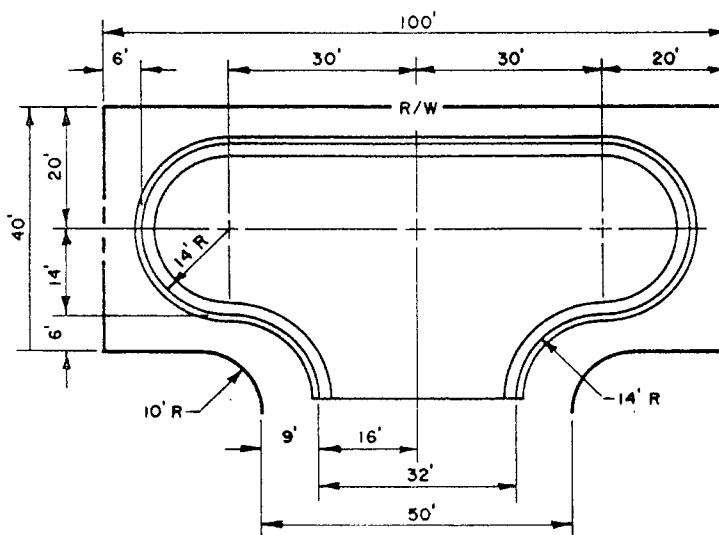
CITY OF ALBUQUERQUE

TRAFFIC
ISLAND CUL-DE-SACS
DWG. 2511

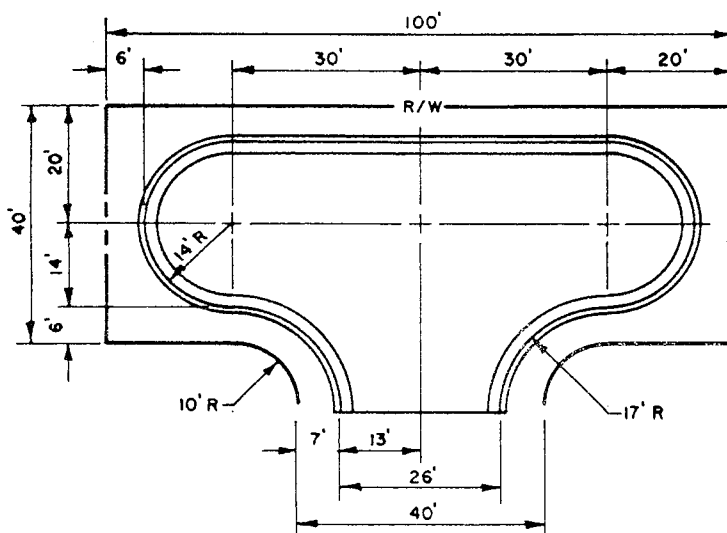
AUG. 1986



CASE I



CASE II



CASE III

CASE	PAVED AREA SQ. YARDS	C. & G. LINEAL FEET
I	272	192
II	272	192
III	274	201

GENERAL NOTES:

I. SEE GENERAL NOTES DWG. 2510.

REVISIONS
12-31-92

CITY OF ALBUQUERQUE

TRAFFIC
HAMMER HEAD CUL-DE-SACS
DWG. 2512

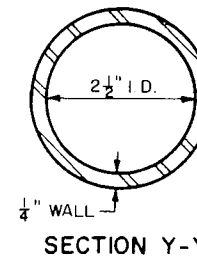
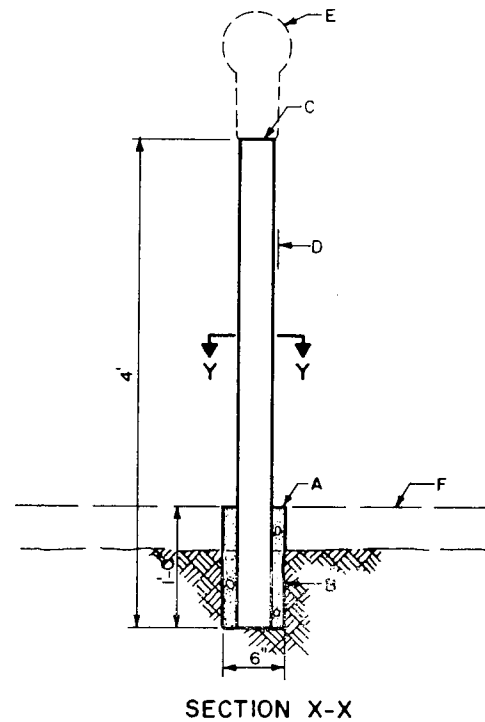
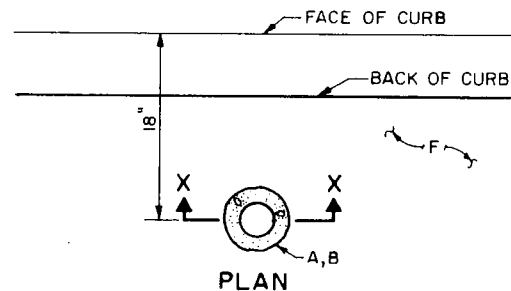
AUG. 1986

GENERAL NOTES:

1. PARKING METER POLES TO BE SPACED AS SHOWN ON PLANS.
2. MATERIAL: BLACK STEEL PIPE WITH TWO COATS OF SILVER PAINT.

CONSTRUCTION NOTES:

- A. 6" MIN. DIA. CORE DRILL IN EXISTING SLAB OR BLOCK OUT IN NEW CONSTRUCTION.
- B. CONCRETE OR NON-SHRINK GROUT. FINISH TOP TO MATCH SIDEWALK.
- C. REAM AND DE-BURR EXPOSED END OF PIPE AFTER CUTTING.
- D. PLUMB POLE IN ALL DIRECTIONS, REGARDLESS OF SLOPE OF STREET.
- E. METER HEAD FURNISHED AND INSTALLED BY CITY.
- F. 4" P.C.C. SIDEWALK.

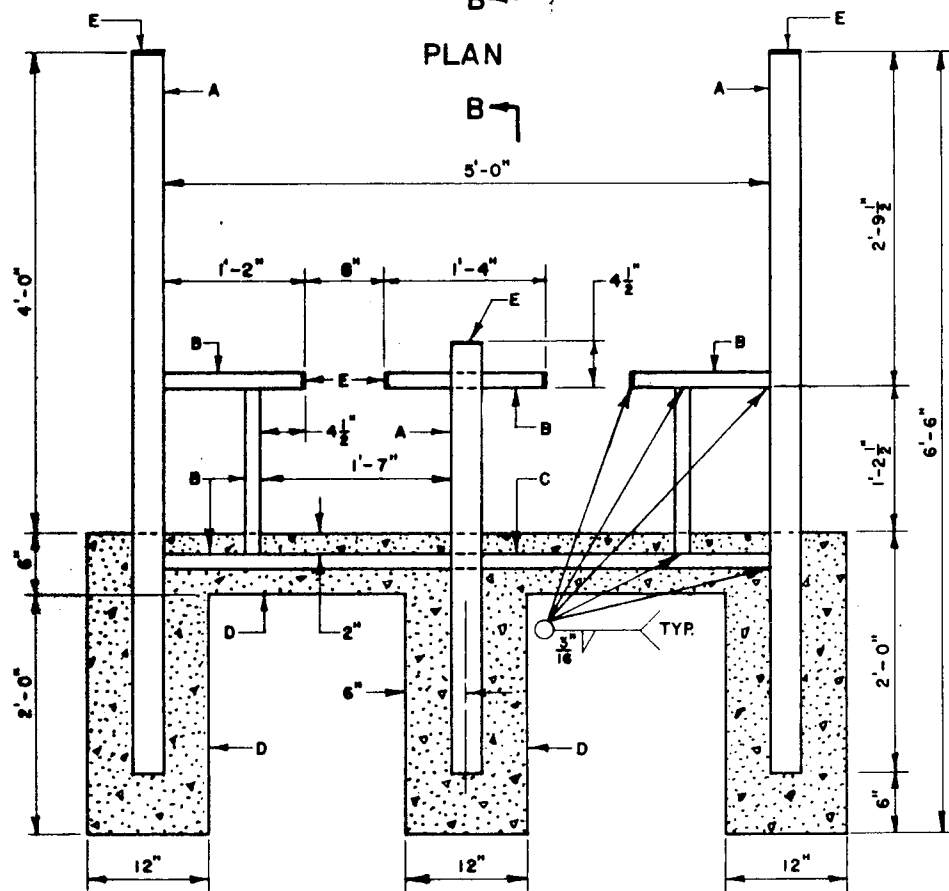


CITY OF ALBUQUERQUE

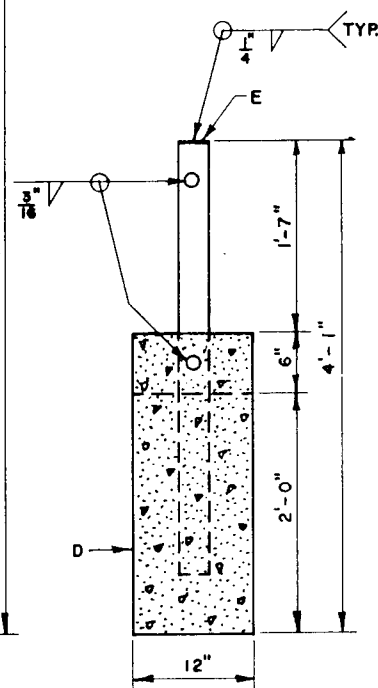
REVISIONS

TRAFFIC
POLE INSTALLATION
FOR PARKING METER
DWG.2528

PLAN



SECTION A-A



SECTION B-B

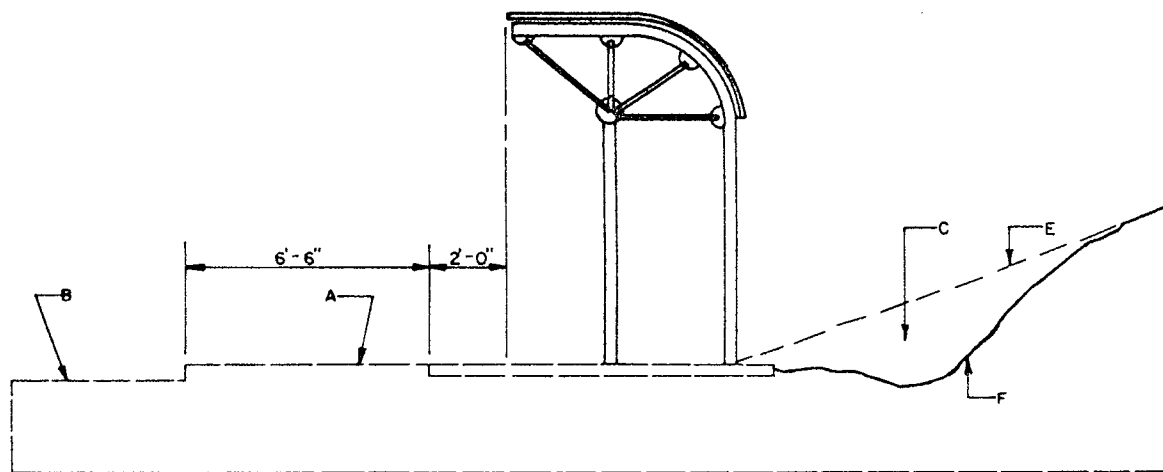
GENERAL NOTES:

1. SQUARE TUBING MAY BE USED IN LIEU OF SCH. 40 PIPE.
2. GALVANIZE BICYCLE GATEWAY AFTER FABRICATION.
3. GRIND ALL WELDS SMOOTH.

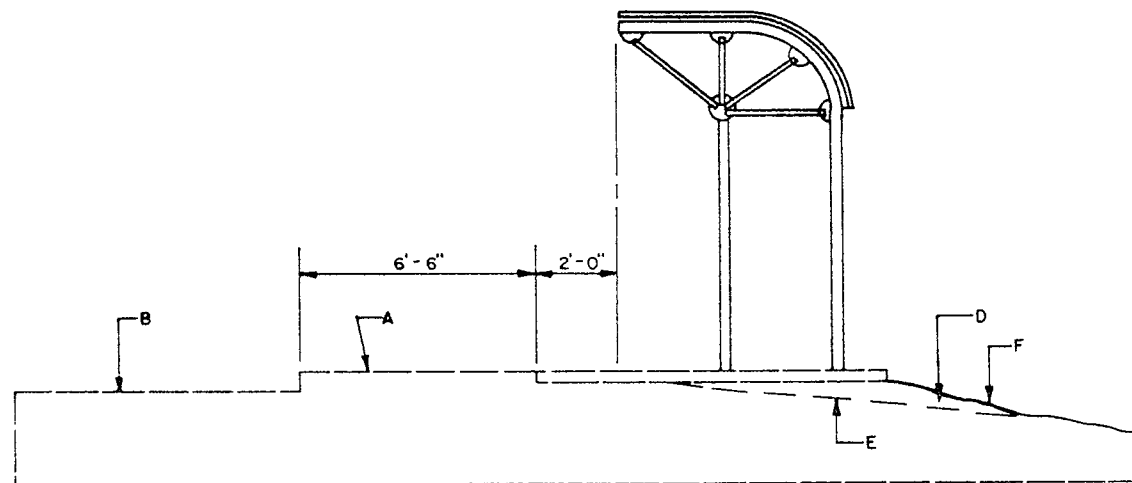
CONSTRUCTION NOTES:

- A. 3" DIA. SCH. 40 PIPE, TYPICAL.
- B. 1 1/2" DIA. SCH. 40 PIPE, TYPICAL.
- C. ENCLOSE BOTTOM MEMBER IN CONCRETE.
- D. PORTLAND CEMENT CONCRETE.
- E. 1/4" FLAT CAP, TYPICAL.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	BICYCLE GATEWAY
	DWG. 2529
	AUG. 1986



CUT SECTION



FILL SECTION

GENERAL NOTES

1. SEE BUS BAY, CITY OF ALBUQUERQUE STANDARD DETAIL DRAWING NO. 2466.
2. CITY OF ALBUQUERQUE STANDARD DETAILS FOR TYPE "A" BUS SHELTERS, SEE SHEETS 2533.1 - 2533.14.
3. CITY OF ALBUQUERQUE STANDARD DETAILS FOR TYPE "B" BUS SHELTERS, SEE SHEETS 2534.1 - 2534.12.
4. SPOT WELD ALL BOLTED CONNECTIONS AND USE TAMPER PROOF SCREWS WHERE EXPOSED.
5. VERIFY EXISTING SITE CONDITIONS BEFORE COMMENCING WORK.
6. THE CONTRACTOR SHALL, AT THE TIME OF EXCAVATION AND PRIOR TO ANY CONCRETE WORK: CALL FOR A FIELD INSPECTION AND WRITTEN REPORT BY A REGISTERED GEOTECHNICAL ENGINEER TO DETERMINE THAT THE ON SITE SOILS ARE NON-EXPANSIVE AND CAPABLE OF 1500 PSF BEARING, AND SUITABLE FOR USE AS BACKFILL MATERIAL. THE OWNER SHALL PAY THE COST OF SUCH INSPECTION AND REPORT, AND SHALL PROVIDE THE CITY OF ALBUQUERQUE WITH A COPY OF THE REPORT. THE GRADES SHALL BE ADJUSTED WITH SUITABLE FILL AS REQUIRED TO ACCOMMODATE SPECIFIED SLAB SIZE.
7. DRAWINGS NOT TO SCALE.
8. MARK FABRICATED ITEMS TO BE INSTALLED IN FIELD, AFTER PAINTING FOR PROPER INSTALLATION.
9. VERIFY THAT FABRICATED ITEMS FIT PROPERLY BEFORE PAINTING.
10. IF BUS SHELTER IS TO BE INSTALLED CLOSER TO STREET CURB THAN INDICATED, COMPLY WITH CITY OF ALBUQUERQUE STANDARD DETAIL DRAWING 2415 FOR MINIMUM HEIGHT CLEARANCES.
11. PRIOR TO CONSTRUCTION IN PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL OBTAIN A PERMIT FROM THE PUBLIC WORKS DEPARTMENT, PERMIT SECTION, 768-2551.
12. *STEEL PIPE SIZES ARE NOMINAL. THE ACTUAL OUTSIDE DIAMETERS ARE AS FOLLOWS:

3"	ID	=	3.500"O.D.
2-1/2"	ID	=	2.875"O.D.
2"	ID	=	2.375"O.D.
1-1/2"	ID	=	1.900"O.D.
13. ALL METAL ITEMS EXCEPT THE FACTORY FINISHED ROOF PANELS SHALL BE PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF "FLEET WHITE" ACRYLIC ENAMEL, 508 OLYMPIC, AS MANUFACTURED BY DUPONT, OR AN APPROVED EQUAL. ALL FIELD WELDED AREAS AND HARD AREAS SHALL BE REPAINTED AFTER CONSTRUCTION IS COMPLETED. DO NOT PAINT THE SEATS AND BACKS.

CONSTRUCTION NOTES

- A. EXISTING SIDEWALK.
- B. EXISTING STREET.
- C. SWALE, ADJUST EXISTING GRADE AS REQUIRED TO PROVIDE DRAINAGE AWAY FROM SLAB.
- D. FILL AND COMPACT TO FINISHED GRADE AS REQUIRED.
- E. EXISTING GRADE.
- F. FINISHED GRADE.

CITY OF ALBUQUERQUE

REVISIONS

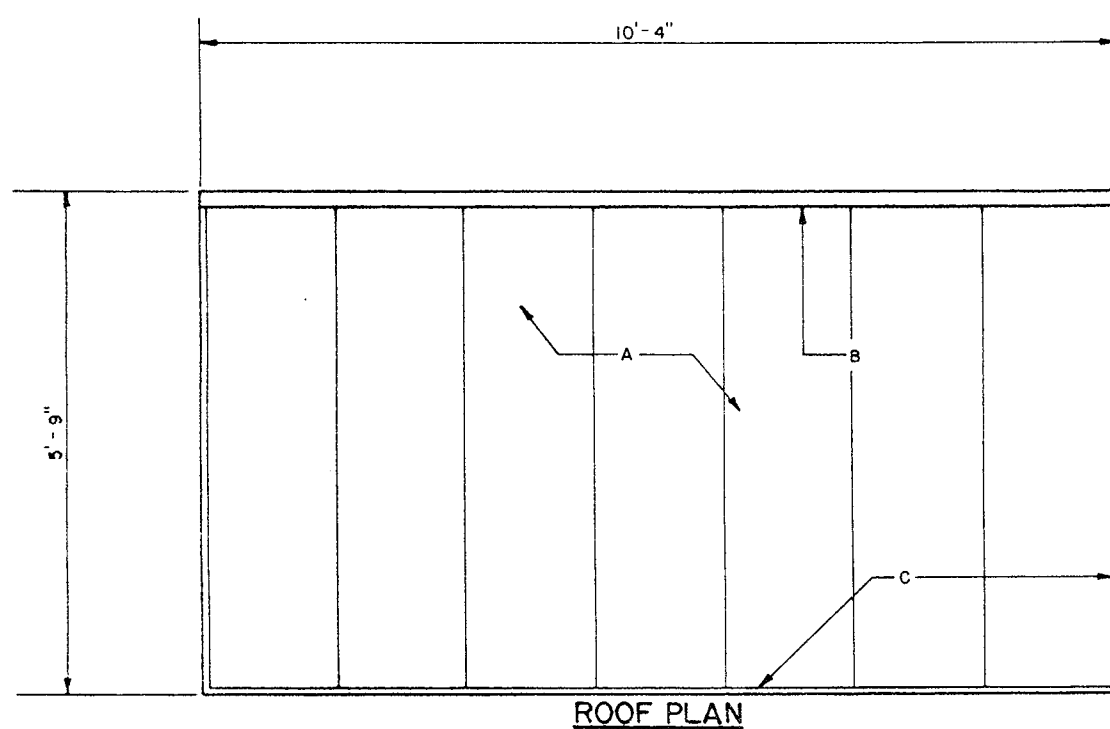
BUS SHELTER 'A'
SECTION AT GRADE

DWG. 2533.1

JUNE 1991

CONSTRUCTION NOTES

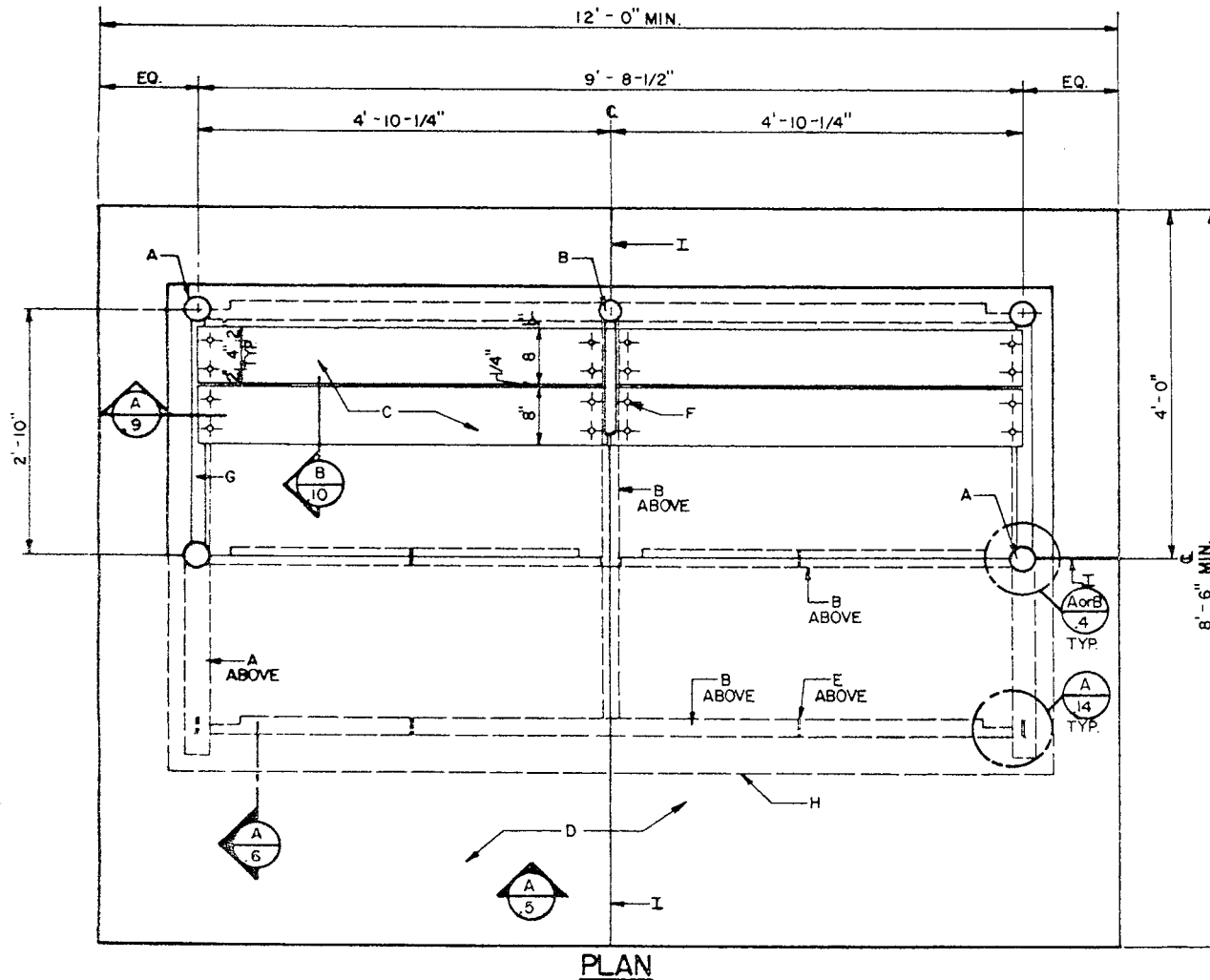
- A. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7 & B/.7 ON SHEET 2533.7.
- B. 16 GA CONTINUOUS STEEL DRIP - SEE DETAIL B/.12 ON SHEET 2533.12.
- C. CONTINUOUS 24GA. TRIM.



REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'A' ROOF PLAN
	DWG. 2533.2
	JUNE 1991

CONSTRUCTION NOTES

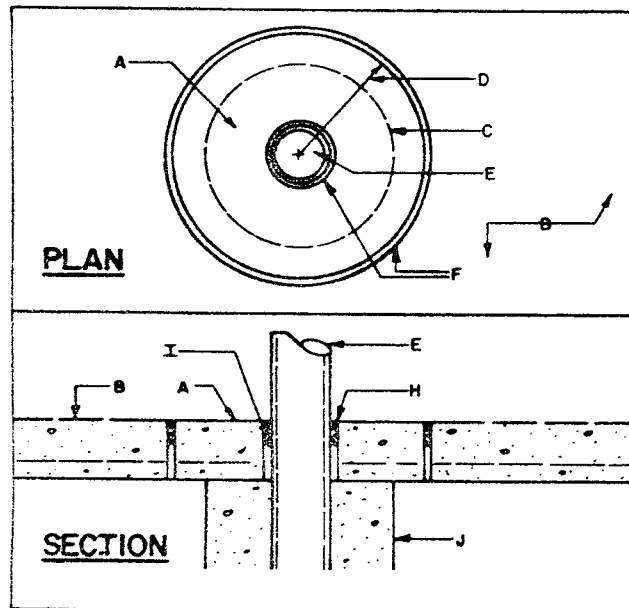
- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS A & B/.12 ON SHEET 2533.12, A & B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- C. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- D. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWP REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).
- E. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- F. 5/8" CARRIAGE BOLT.
- G. 2" STEEL PIPE.
- H. ROOF LINE ABOVE.
- I. CONCRETE JOINT.



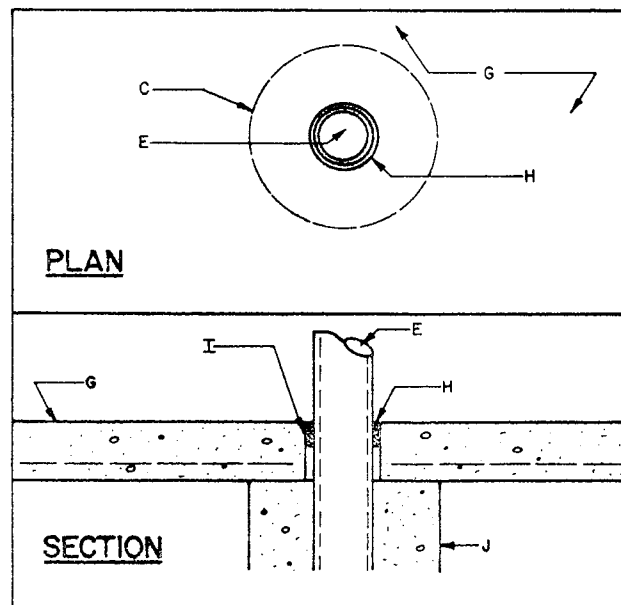
CITY OF ALBUQUERQUE	
REVISIONS	BUS SHELTER 'A' PLAN
	DWG. 2533.3
JUNE 1991	

CONSTRUCTION NOTES

- A. NEW CONCRETE PATCH.
- B. EXISTING SIDEWALK.
- C. LINE OF FOOTING BELOW.
- D. 8" RADIUS OR AS REQUIRED.
- E. 2-1/2"* STEEL PIPE STUB, SEE DETAIL SHEET 2533.6.
- F. 1/2" EXPANSION JOINT FILLED WITH BLACK POLYURETHANE CAULK OVER FOAM BACKING ROD.
- G. NEW 4" CONCRETE SLAB.
- H. 1/2" POLYURETHANE SELF LEVELING SEALANT.
- I. BACKER ROD.
- J. 1'-0" DIAMETER FOOTING.



A
4 EXISTING CONCRETE SLAB
CONSTRUCTION



B
4 NEW CONCRETE SLAB
CONSTRUCTION

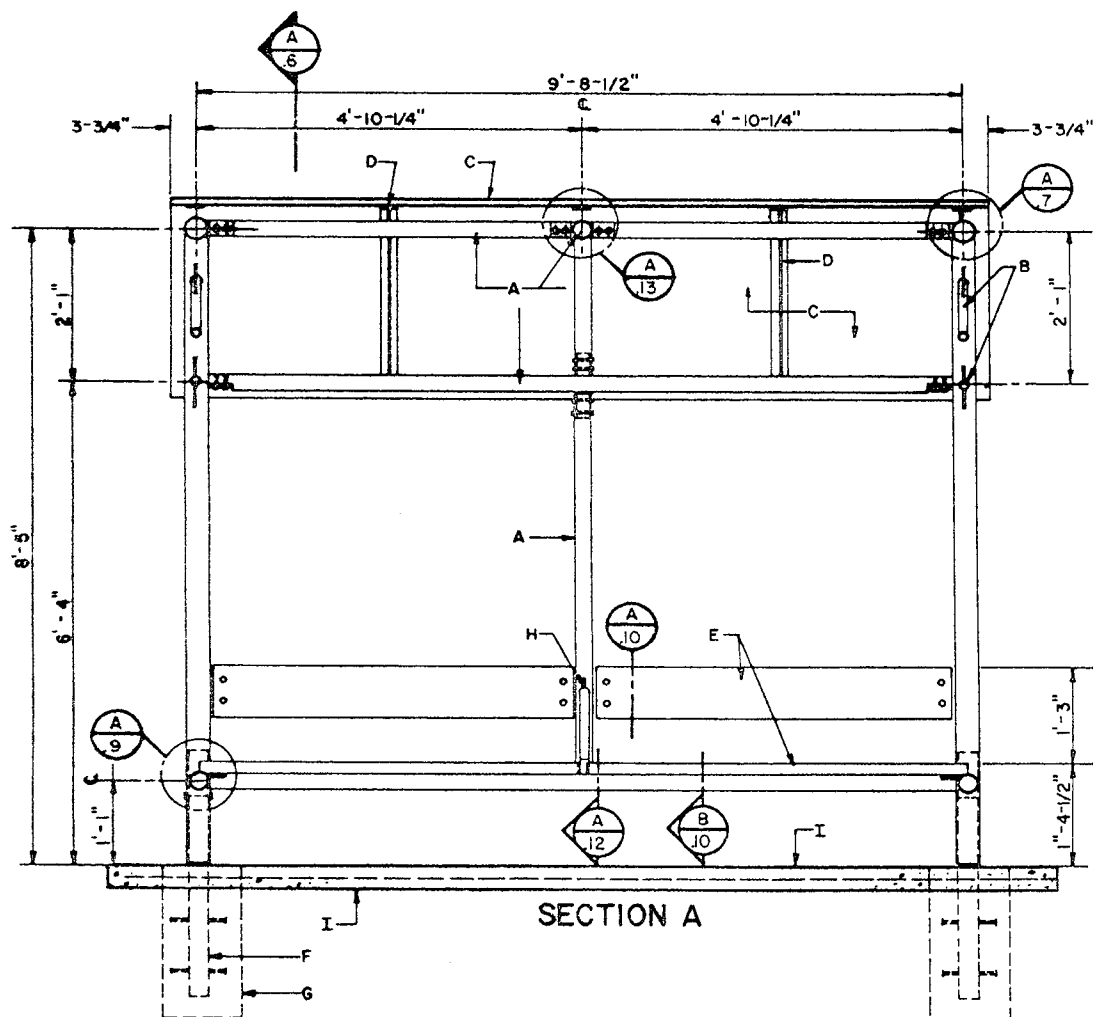
REVISIONS

CITY OF ALBUQUERQUE

BUS SHELTER 'A'
EXISTING & NEW CONCRETE SLAB
CONSTRUCTION

DWG. 2533.4

JUNE 1991



CONSTRUCTION NOTES

- A. 2-1/2" STEEL PIPE - SEE DETAILS B/.12 ON SHEET 2533.12, B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- B. 1-1/2" STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL - SEE DETAILS A/.11, B/.11 ON SHEET 2533.11.
- C. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2533.7.
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "I" CONTINUOUS ROOF SUPPORT STRIP. SEE DETAILS A/.13, B/.13 ON SHEET 2533.13.
- E. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- F. 2-1/2" STEEL PIPE STUB, EXTENDED 18" IN CONCRETE; WITH 2-1/2" LONG WELDED STUDS, (4) EACH PER STUB.
- G. 12" DIAMETER CONCRETE FOOTING AT EACH MAIN FRAME SUPPORT.
- H. 1-1/2" STEEL PIPE ARMREST AT PIPE SUPPORT. BOLT TO 1/4" STEEL PLATES AS INDICATED. GRIND 1-1/4" PIPE TO FIT WITHIN 1-1/2" PIPE.
- I. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWF REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).

CITY OF ALBUQUERQUE

REVISIONS

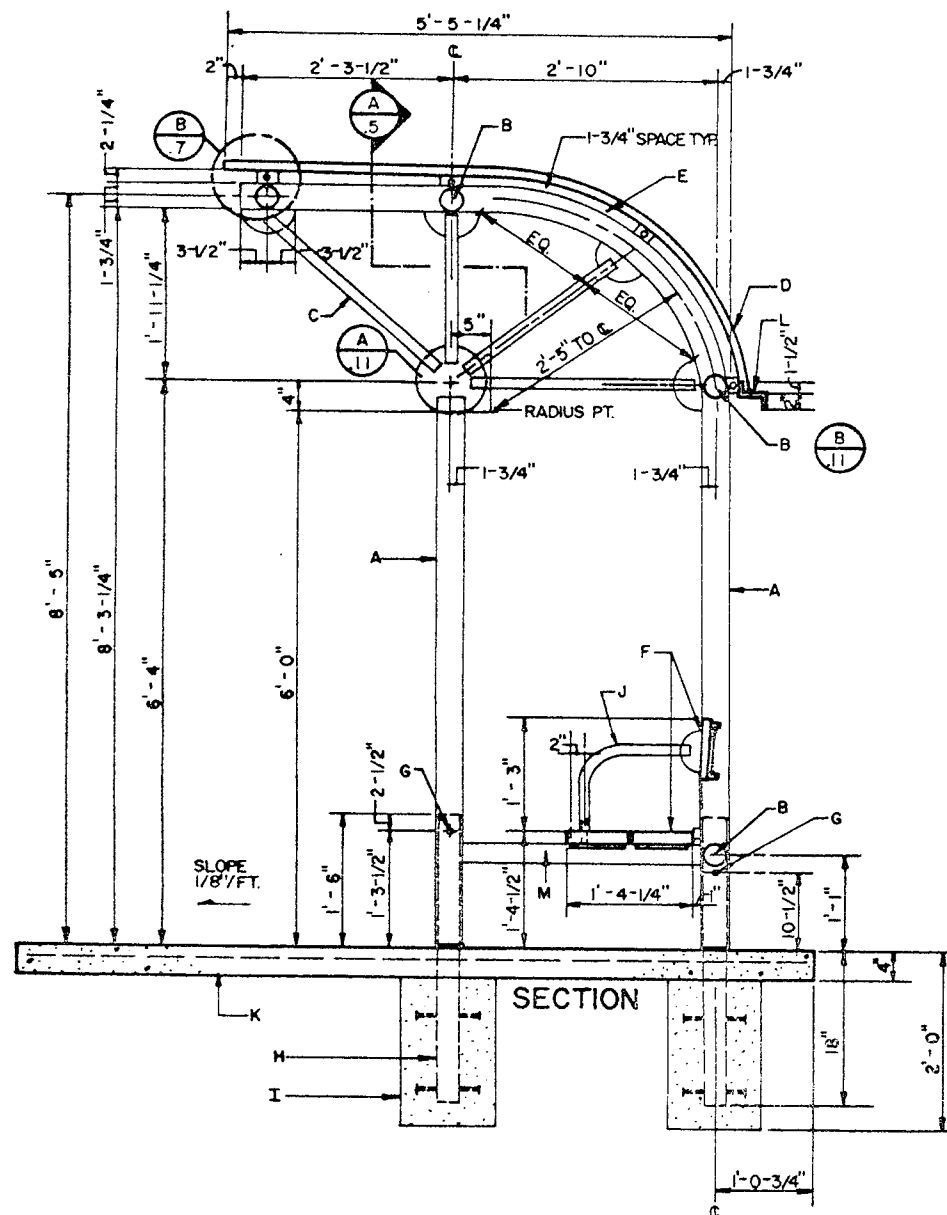
BUS SHELTER 'A'
SECTION

DWG. 2533.5

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/.12 ON SHEET 2533.12, B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- C. 1-1/2" STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL - SEE DETAILS A/.11, B/.11 ON SHEET 2533.11.
- D. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2533.7.
- E. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP. SEE DETAILS A/.13, B/.13 ON SHEET 2533.13.
- F. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- G. 3/4" STEEL LEVELING BOLTS - BOLT THROUGH STEEL PIPE MAIN FRAME AND STEEL PIPE STUB. CUT TO THE NUT AND GRIND SMOOTH.
- H. 2-1/2" STEEL PIPE STUB, EXTENDED 18" IN CONCRETE; WITH 2-1/2" LONG WELDED STUDS, (4) EACH PER STUB.
- I. 12" DIAMETER CONCRETE FOOTING AT EACH MAIN FRAME SUPPORT.
- J. 1-1/2" STEEL PIPE ARMREST AT PIPE SUPPORT. BOLT TO 1-1/4" STEEL PIPE STUB AND 1/4" STEEL PLATE AS INDICATED. GRIND 1-1/4" PIPE TO FIT WITHIN 1-1/2" PIPE. SEE A & B/.10.
- K. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWF REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).
- L. 16 GA CONTINUOUS STEEL DRIP - SEE DETAIL B/.12 ON SHEET 2533.12.
- M. 2" STEEL PIPE.



CITY OF ALBUQUERQUE

REVISIONS

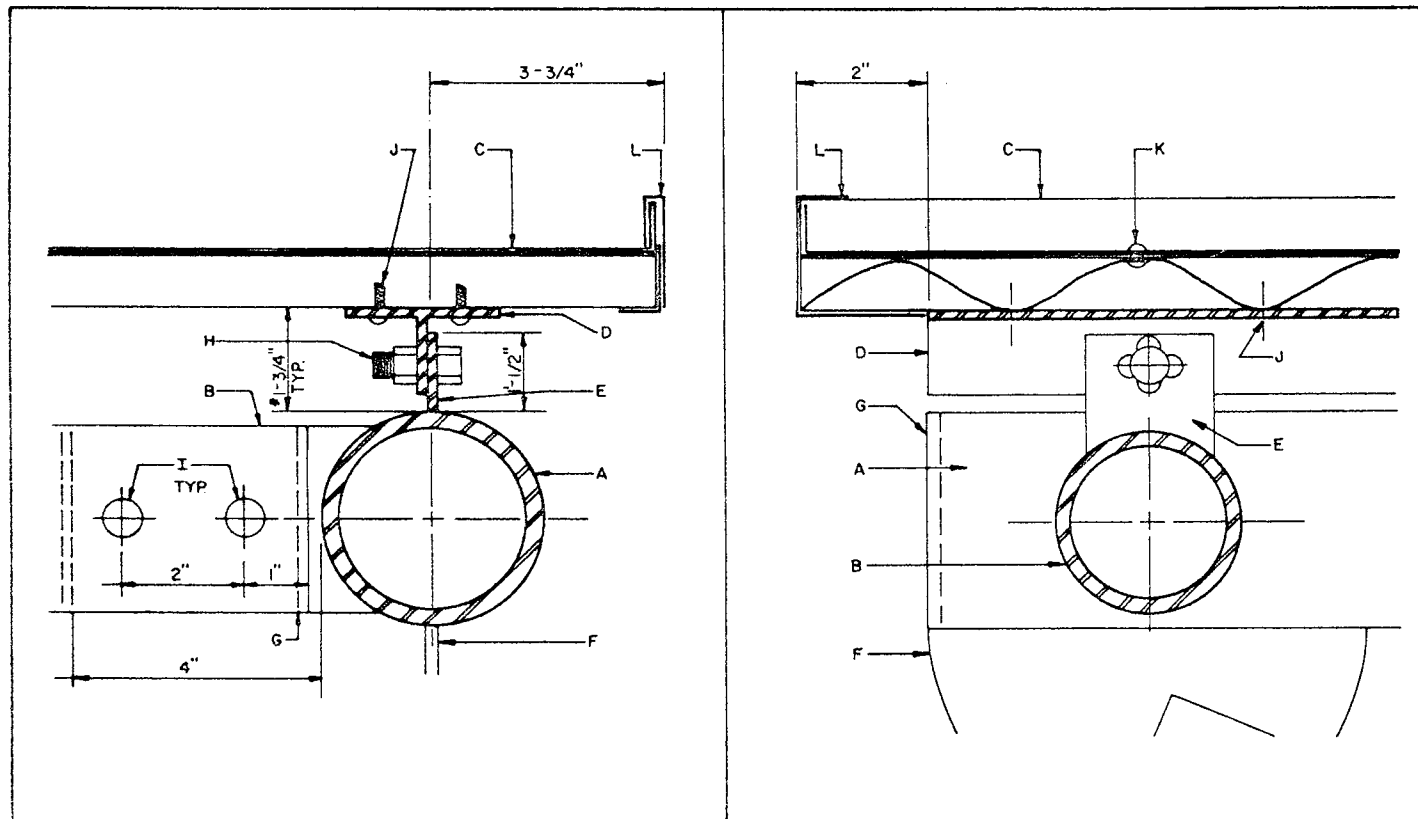
BUS SHELTER 'A'
SECTION

DWG.2533.6

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/.12 ON SHEET 2533.12, B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- C. PREFAB COMPOSITE METAL ROOF.
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "I" CONTINUOUS ROOF SUPPORT STRIP. SEE DETAILS A/.13, B/.13 ON SHEET 2533.13.
- E. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- F. 1/4" STEEL PIPE WELDED TO STEEL PIPE.
- G. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- H. 3/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- I. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- J. METAL ROOF FASTENERS AS RECOMMENDED BY ROOF MANUFACTURER TO RESIST WIND UPLIFT.
- K. POPRIVETS ON PATTERN (EQUAL SPACING EACH DIRECTION, 12" O.C. MAXIMUM), CONNECTING ROOF PANELS TOGETHER.
- L. 24 GA. GALV. TRIM - PREFINISHED TO MATCH ROOF.



A END CONNECTION AT MAIN FRAME
7 INCREASE TO PROVIDE SLOPE AT FRONT

B ROOF CONNECTION AT
7 INTERMEDIATE SUPPORTS

REVISIONS

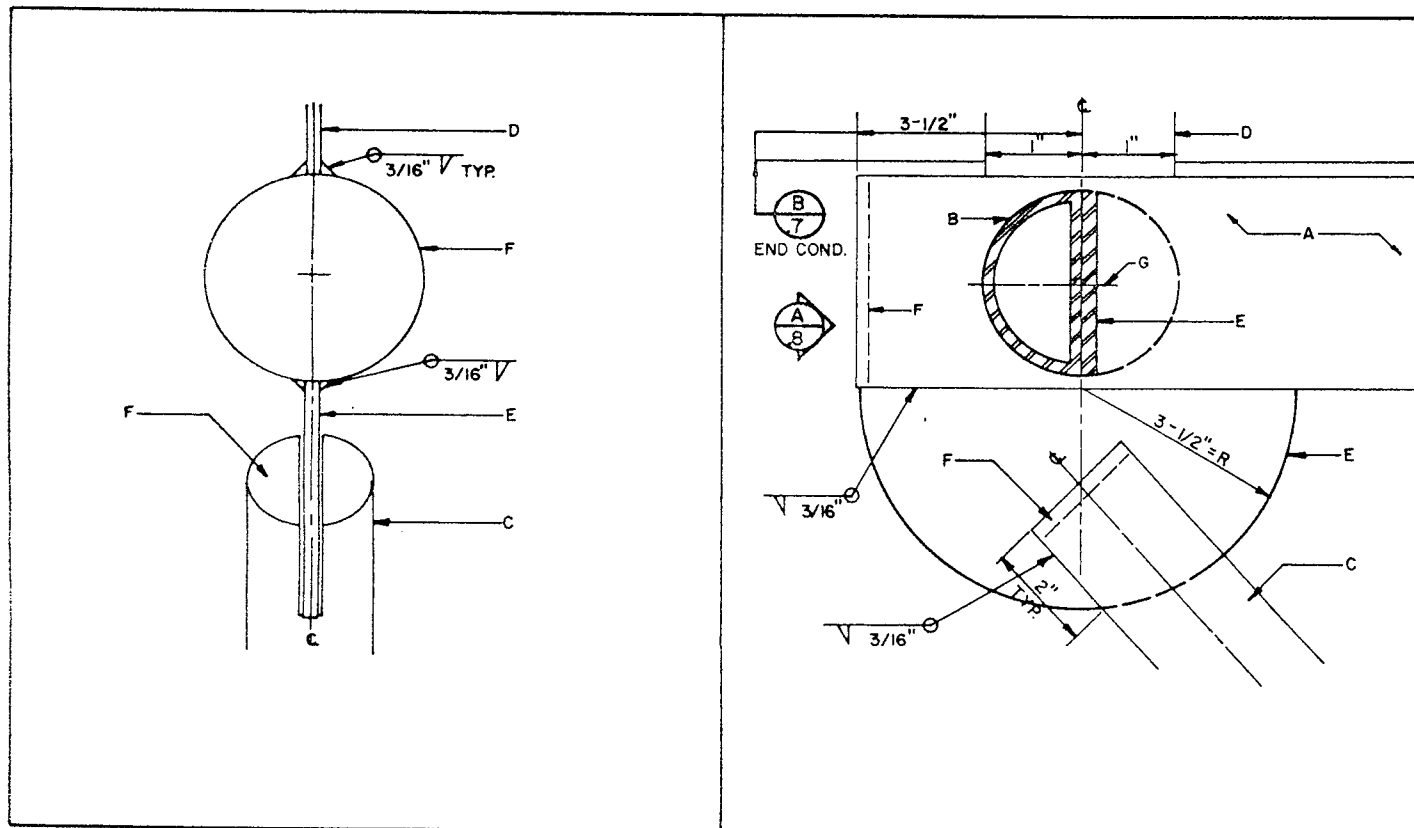
CITY OF ALBUQUERQUE

BUS SHELTER 'A'
 END CONNECTION AT MAIN FRAME &
 ROOF CONNECTION AT INTER-
 MEDIATE SUPPORTS
 DWG. 2533.7

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS A & B/.12 ON SHEET 2533.12, A & B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- C. 1-1/2" STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL - SEE DETAILS A/.11, B/.11 ON SHEET 2533.11.
- D. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- E. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- F. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- G. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.



A/8 END OF MAIN SUPPORT

B/8 STEEL PIPE CONNECTION

CITY OF ALBUQUERQUE

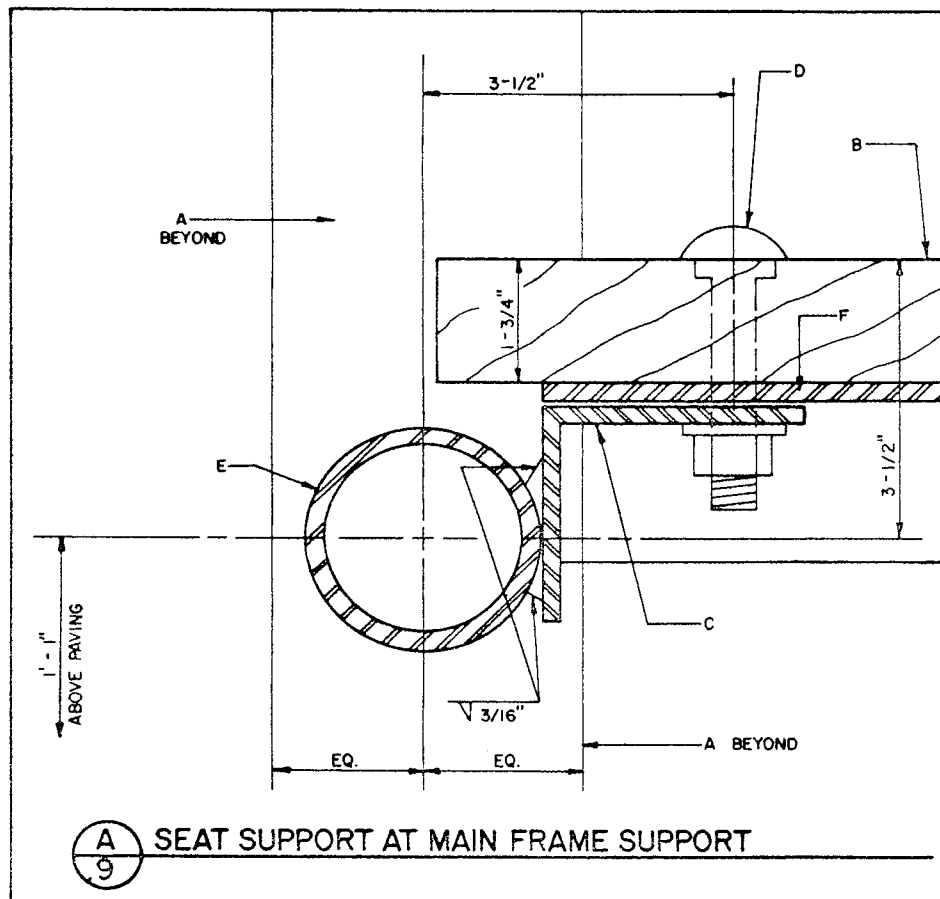
REVISIONS

BUS SHELTER 'A'
END OF MAIN SUPPORT AND
STEEL PIPE CONNECTION
DWG. 2533.8

JUNE 1994

CONSTRUCTION NOTES

- A. 3" 3/4" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- C. 3" X 2-1/2" X 1/4" STEEL ANGLE (5" LENGTH) WELDED TO STEEL PIPE.
- D. 5/8" CARRIAGE BOLT.
- E. 2" 3/4" STEEL PIPE.
- F. C7 x 9.8.

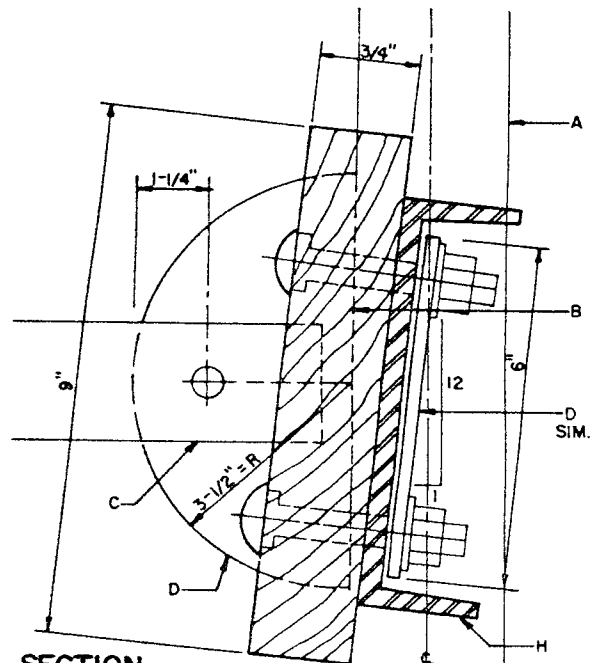


CITY OF ALBUQUERQUE

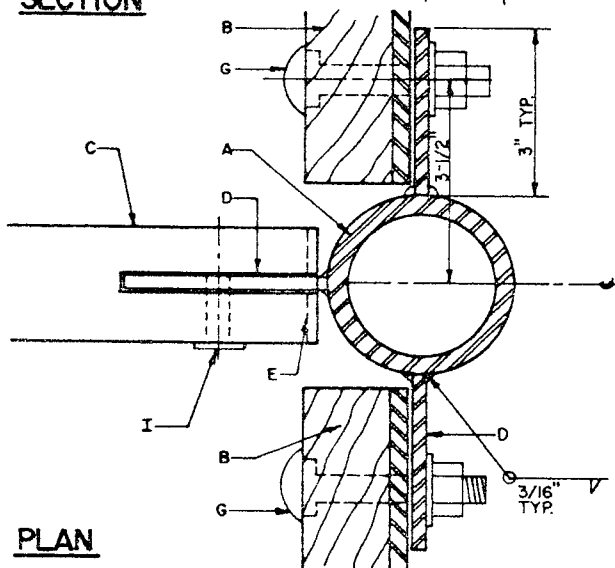
REVISIONS

BUS SHELTER 'A'
SEAT SUPPORT AT MAIN FRAME
SUPPORT
DWG.2533.9

JUNE 1991

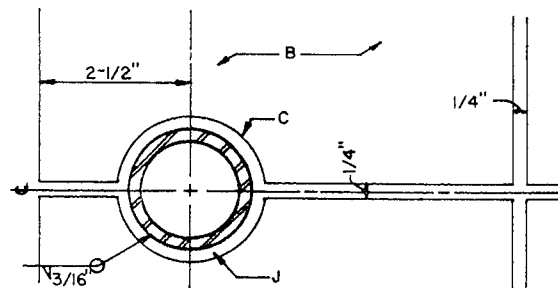


SECTION

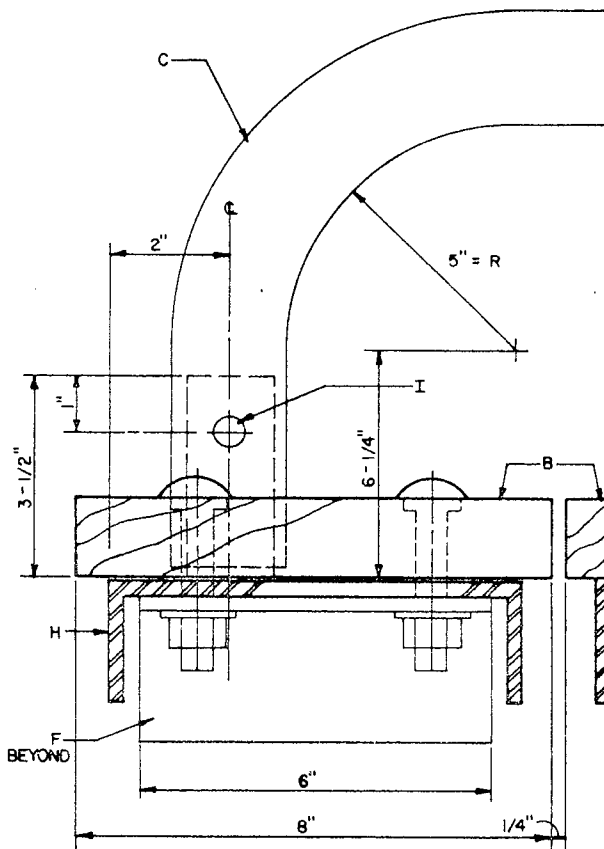


PLAN

A SEATING AT INTERMEDIATE SUPPORT
10



PLAN



B SEATING AT INTERMEDIATE SUPPORT
10

CONSTRUCTION NOTES

- A. 2-1/2" STEEL PIPE - SEE DETAILS B/.12 ON SHEET 2533.12, B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- B. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- C. 1-1/2" STEEL PIPE ARMREST AT PIPE SUPPORT. BOLT TO 1-1/4" STEEL PIPE STUB AND 1/4" STEEL PLATE AS INDICATED. GRIND 1-1/4" PIPE TO FIT WITHIN 1-1/2" PIPE.
- D. 1/4" STEEL PLATE WELDED TO STEEL PIPE. TAP FOR SET SCREW.
- E. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- F. 3" X 2-1/2" X 1/4" STEEL ANGLE (5" LENGTH) WELDED TO STEEL PIPE.
- G. 5/8" CARRIAGE BOLT.
- H. C7 X 9.8.
- I. 1/2" SOCKET SET SCREW, TYPICAL AT ARMREST. TAP PIPE AND PLATE.
- J. 1/8" SPACE CONTINUOUS AROUND PIPE.

REVISIONS

CITY OF ALBUQUERQUE

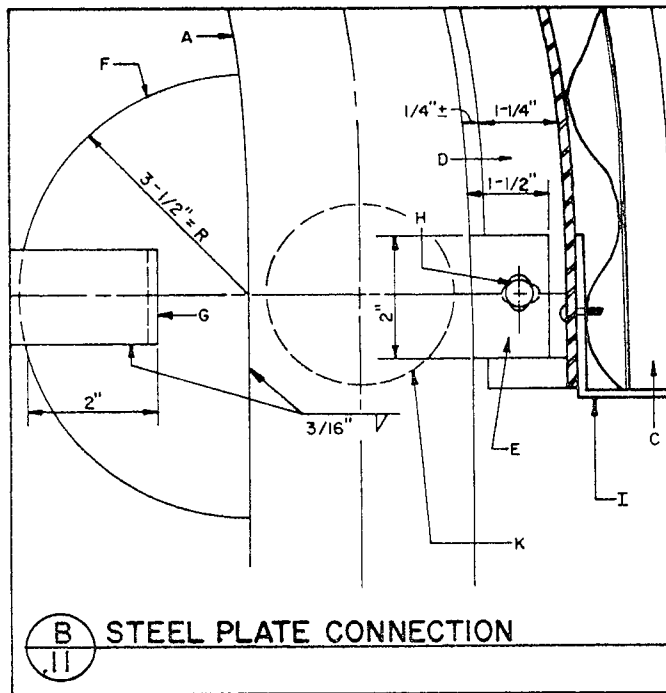
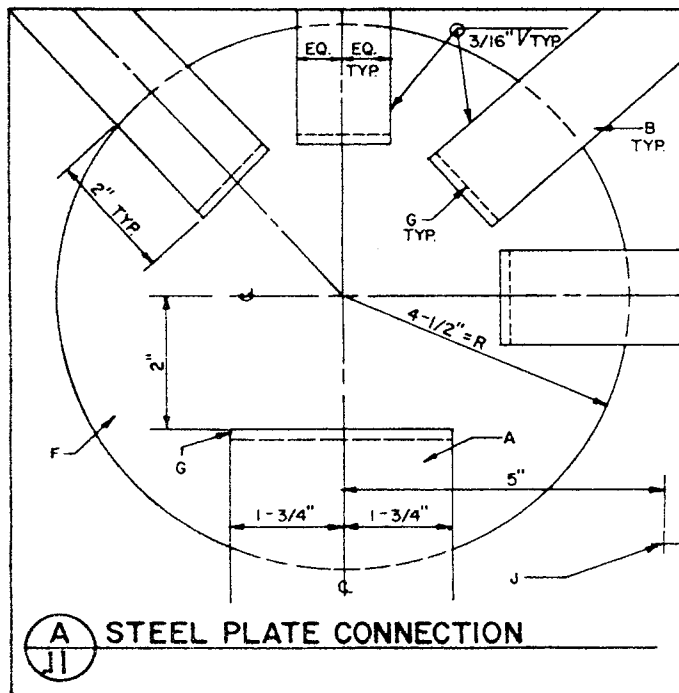
BUS SHELTER 'A'
SEATING AT INTERMEDIATE
SUPPORT

DWG.2533.10

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 1-1/2" * STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL.
- C. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2533.7.
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP. SEE DETAILS A/.13, B/.13 ON SHEET 2533.13.
- E. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- F. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- G. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- H. 3/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- I. 16 GA CONTINUOUS STEEL DRIP - SEE DETAIL B/.12 ON SHEET 2533.12.
- J. RADIUS POINT FOR 3" MAIN FRAME PIPE (SEE SHEET 2533.6).
- K. CENTER PIPE WITH VERTICAL CENTERLINE OF SUPPORT BELOW.



CITY OF ALBUQUERQUE

REVISIONS

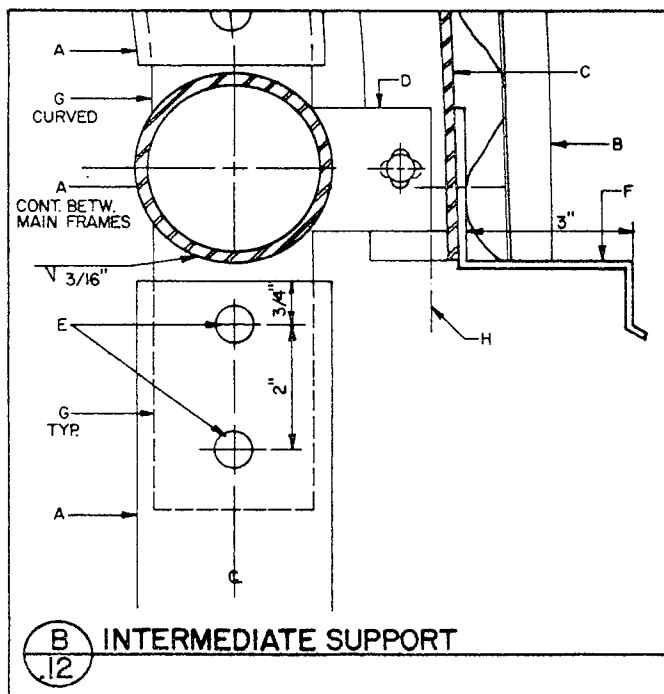
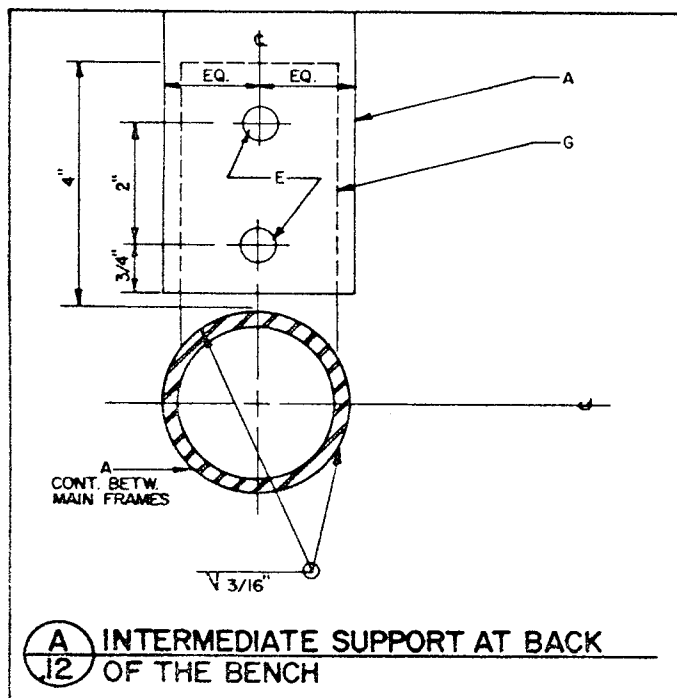
BUS SHELTER 'A' STEEL PLATE CONNECTION

DWG.2533.11

JUNE 1991

CONSTRUCTION NOTES

- A. 2-1/2" * STEEL PIPE - SEE PLAN SHEET 2533.3; SEE DETAILS B/.13 ON SHEET 2533.13 & A/.14 ON SHEET 2533.14 FOR CONNECTIONS.
- B. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2533.7.
- C. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP. SEE DETAILS A/.13, B/.13 ON SHEET 2533.13.
- D. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- E. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- F. 16 GA. CONTINUOUS STEEL DRIP.
- G. 2" STEEL PIPE INSERT WELDED TO HORIZONTAL PIPE - TYPICAL.
- H. ALIGN WITH PLATE AT MAIN FRAME.



REVISIONS

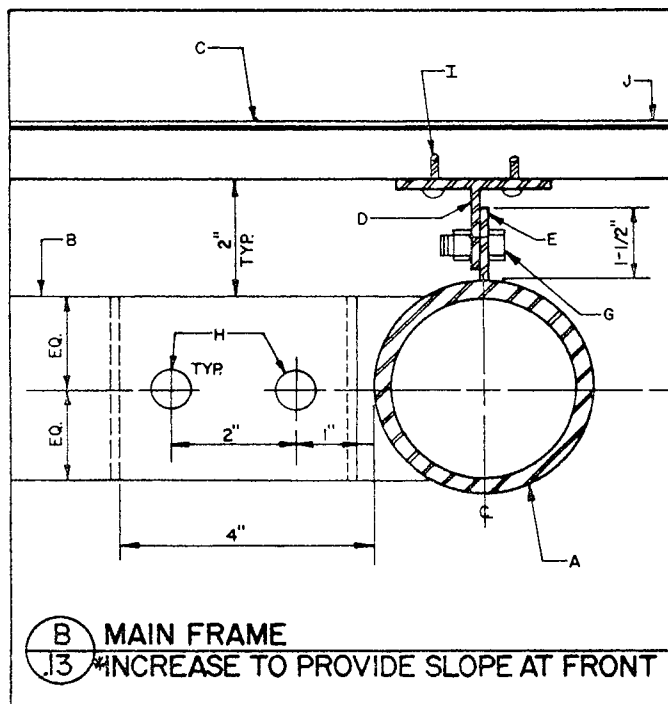
CITY OF ALBUQUERQUE

BUS SHELTER 'A'
INTERMEDIATE SUPPORT

DWG. 2533.12

JUNE 1991

- A. 3" * STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" * STEEL PIPE - SEE DETAILS B/.12 ON SHEET 2533.12, & A/.14 ON SHEET 2533.14 FOR CONNECTIONS. SEE PLAN SHEET 2533.3.
- C. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2533.7.
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP.
- E. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- F. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- G. 3/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- H. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- I. METAL ROOF FASTENERS AS RECOMMENDED BY ROOF MANUFACTURER TO RESIST WIND UPLIFT.
- J. SEE A/.7 ON SHEET 2533.7 FOR END.
- K. CAP ENDS OF PIPE TYPE. (SEE NOTE E ON .14)

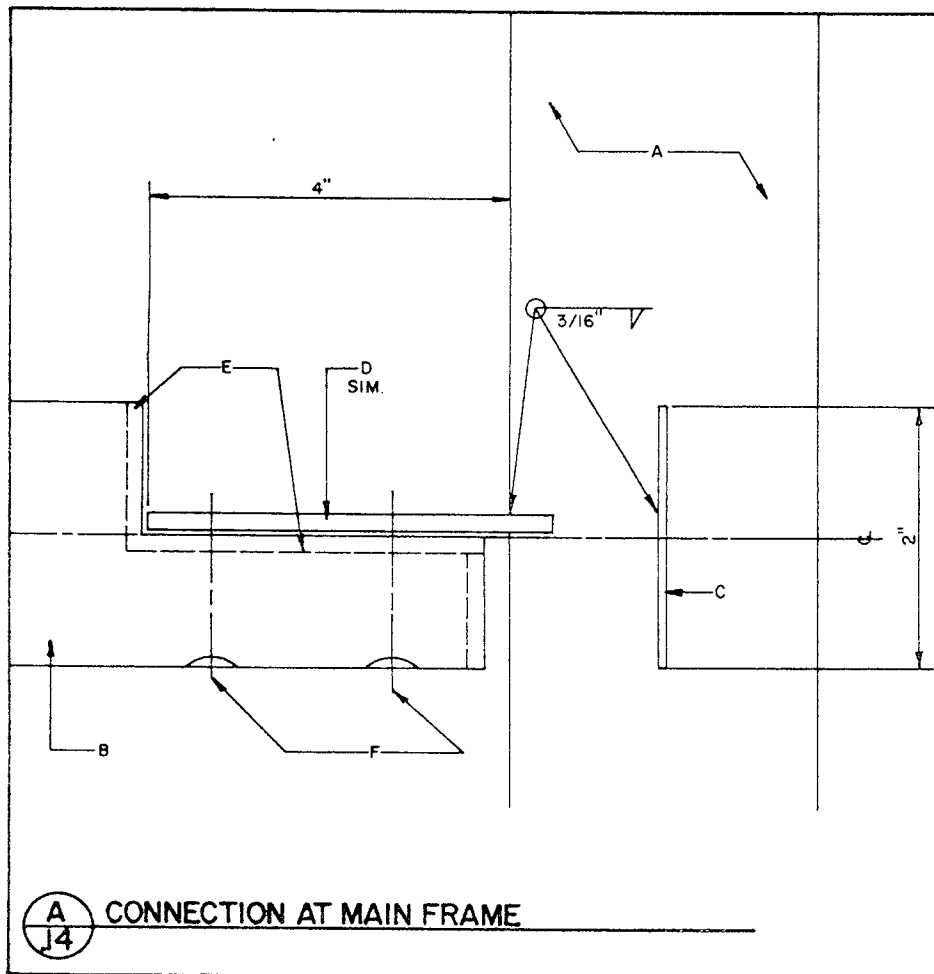


BUS SHELTER 'A'
INTERMEDIATE SUPPORT & MAIN
FRAME INCREASE TO PROVIDE
SLOPE AT FRONT POST LINE
DWG. 2533.13

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/.12 ON SHEET 2533.12, B/.13 ON SHEET 2533.13. SEE PLAN SHEET 2533.3.
- C. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- D. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- E. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- F. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.



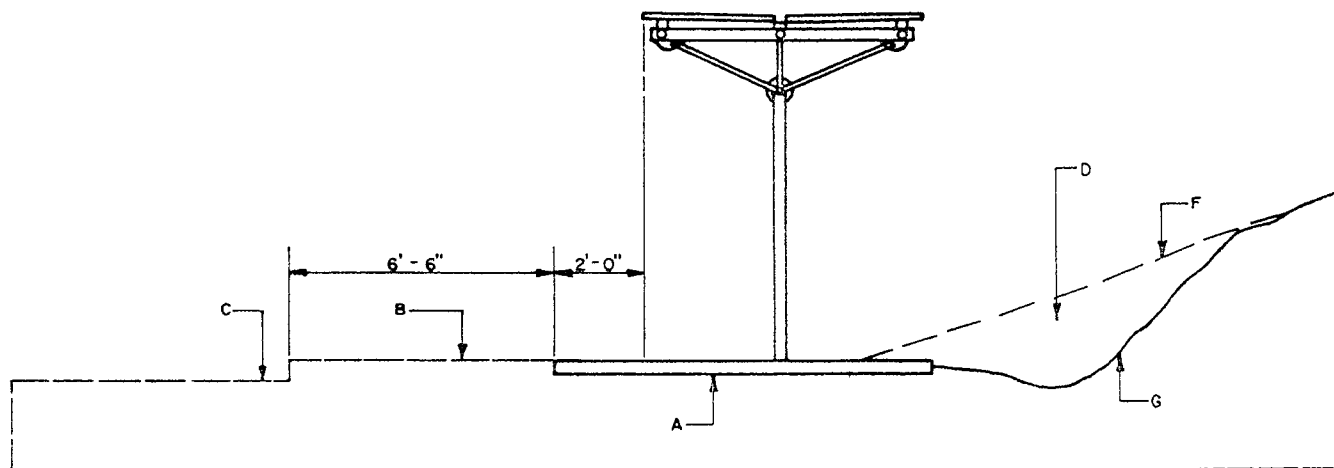
CITY OF ALBUQUERQUE

REVISIONS

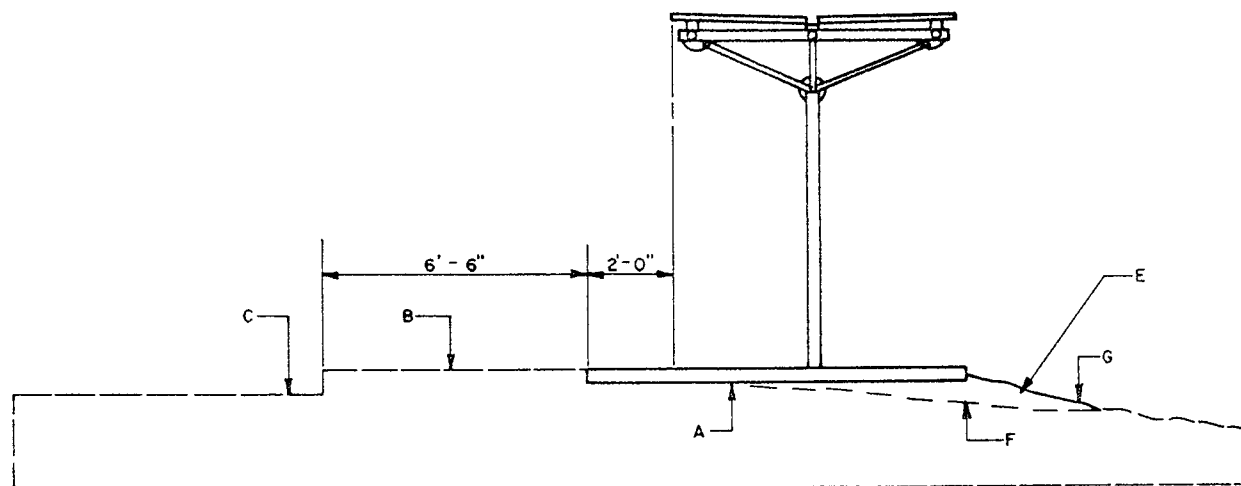
BUS SHELTER 'A'
CONNECTION AT MAIN FRAME

DWG. 2533.14

JUNE 1991



CUT SECTION



FILL SECTION

GENERAL NOTES

1. SEE BUS BAY, CITY OF ALBUQUERQUE STANDARD DETAIL DRAWING NO. 2466.
2. CITY OF ALBUQUERQUE STANDARD DETAILS FOR TYPE "A" BUS SHELTERS, SEE SHEETS 2533.1 - 2533.14.
3. CITY OF ALBUQUERQUE STANDARD DETAILS FOR TYPE "B" BUS SHELTERS, SEE SHEETS 2534.1 - 2534.12.
4. SPOT WELD ALL BOLTED CONNECTIONS AND USE TAMPER PROOF SCREWS WHERE EXPOSED.
5. VERIFY EXISTING SITE CONDITIONS BEFORE COMMENCING WORK.
6. THE CONTRACTOR SHALL, AT THE TIME OF EXCAVATION AND PRIOR TO ANY CONCRETE WORK: CALL FOR A FIELD INSPECTION AND WRITTEN REPORT BY A REGISTERED GEOTECHNICAL ENGINEER TO DETERMINE THAT THE ON SITE SOILS ARE NON-EXPANSIVE AND CAPABLE OF 1500 PSF BEARING, AND SUITABLE FOR USE AS BACKFILL MATERIAL. THE OWNER SHALL PAY THE COST OF SUCH INSPECTION AND REPORT, AND SHALL PROVIDE THE CITY OF ALBUQUERQUE WITH A COPY OF THE REPORT. THE GRADES SHALL BE ADJUSTED WITH SUITABLE FILL AS REQUIRED TO ACCOMMODATE SPECIFIED SLAB SIZE.
7. DRAWINGS NOT TO SCALE.
8. MARK FABRICATED ITEMS TO BE INSTALLED IN FIELD, AFTER PAINTING FOR PROPER INSTALLATION.
9. VERIFY THAT FABRICATED ITEMS FIT PROPERLY BEFORE PAINTING.
10. IF BUS SHELTER IS TO BE INSTALLED CLOSER TO STREET CURB THAN INDICATED, COMPLY WITH CITY OF ALBUQUERQUE STANDARD DETAIL DRAWING 2415 FOR MINIMUM HEIGHT CLEARANCES.
11. PRIOR TO CONSTRUCTION IN PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL OBTAIN A PERMIT FROM THE PUBLIC WORKS DEPARTMENT, PERMIT SECTION, 768-2551.
12. *STEEL PIPE SIZES ARE NOMINAL. THE ACTUAL OUTSIDE DIAMETERS ARE AS FOLLOWS.
 3-1/2" ID = 4.000"O.D.
 3" ID = 3.500"O.D.
 2-1/2" ID = 2.875"O.D.
 2" ID = 2.375"O.D.
 1-1/2" ID = 1.900"O.D.
13. ALL METAL ITEMS EXCEPT THE FACTORY FINISHED ROOF PANELS SHALL BE PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF "FLEET WHITE" ACRYLIC ENAMEL, 508 OLYMPIC, AS MANUFACTURED BY DUPONT, OR AN APPROVED EQUAL. ALL FIELD WELDED AREAS AND MARD AREAS SHALL BE REPAINTED AFTER CONSTRUCTION IS COMPLETED. **DO NOT PAINT THE SEATS AND BACKS.**

CONSTRUCTION NOTES

- A. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWF REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).
- B. EXISTING SIDEWALK.
- C. EXISTING STREET.
- D. SWALE, ADJUST EXISTING GRADE AS REQUIRED TO PROVIDE DRAINAGE AWAY FROM SLAB.
- E. FILL AND COMPACT TO FINISHED GRADE AS REQUIRED.
- F. EXISTING GRADE.
- G. FINISHED GRADE.

REVISIONS

CITY OF ALBUQUERQUE

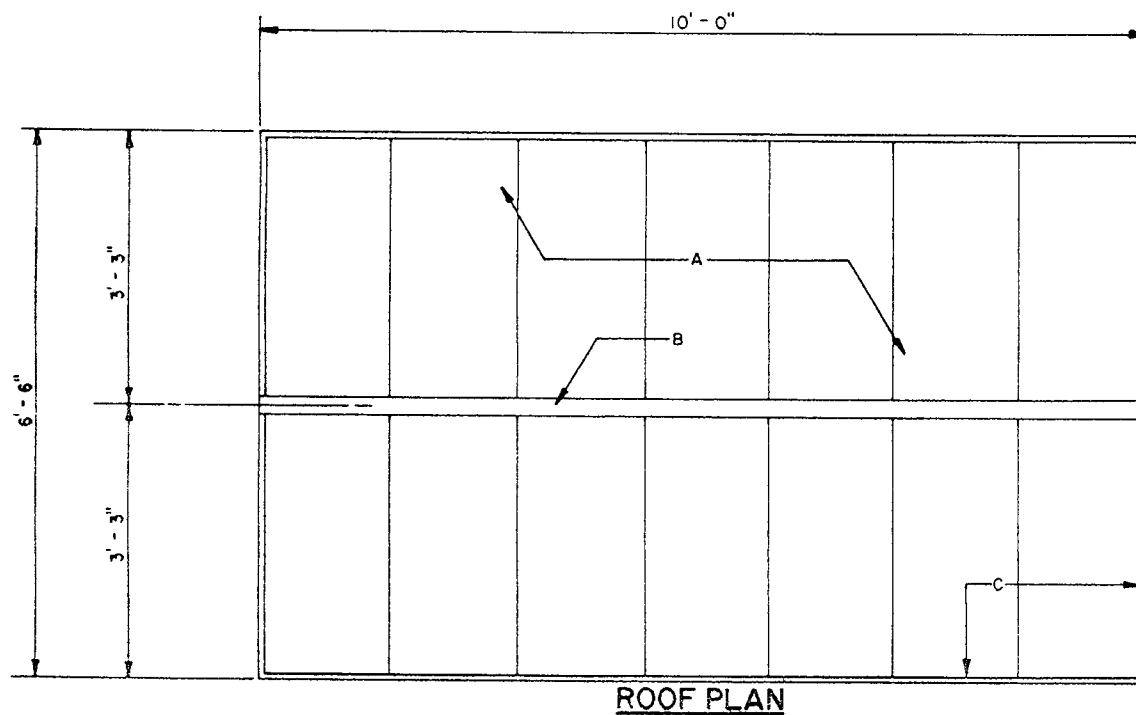
BUS SHELTER 'B'
SECTION AT GRADE

DWG. 2534.1

JUNE 1991

CONSTRUCTION NOTES

- A. PREFAB COMPOSITE METAL ROOF - SEE
DETAILS A/.7, B/.7 ON SHEET 2534.7 &
A/.11 ON SHEET 2534.11.
- B. 1" X 3" STEEL CHANNEL.
- C. CONTINUOUS 24GA. TRIM.



CITY OF ALBUQUERQUE

REVISIONS

BUS SHELTER 'B'
ROOF PLAN

DWG.2534.2

JUNE 1991

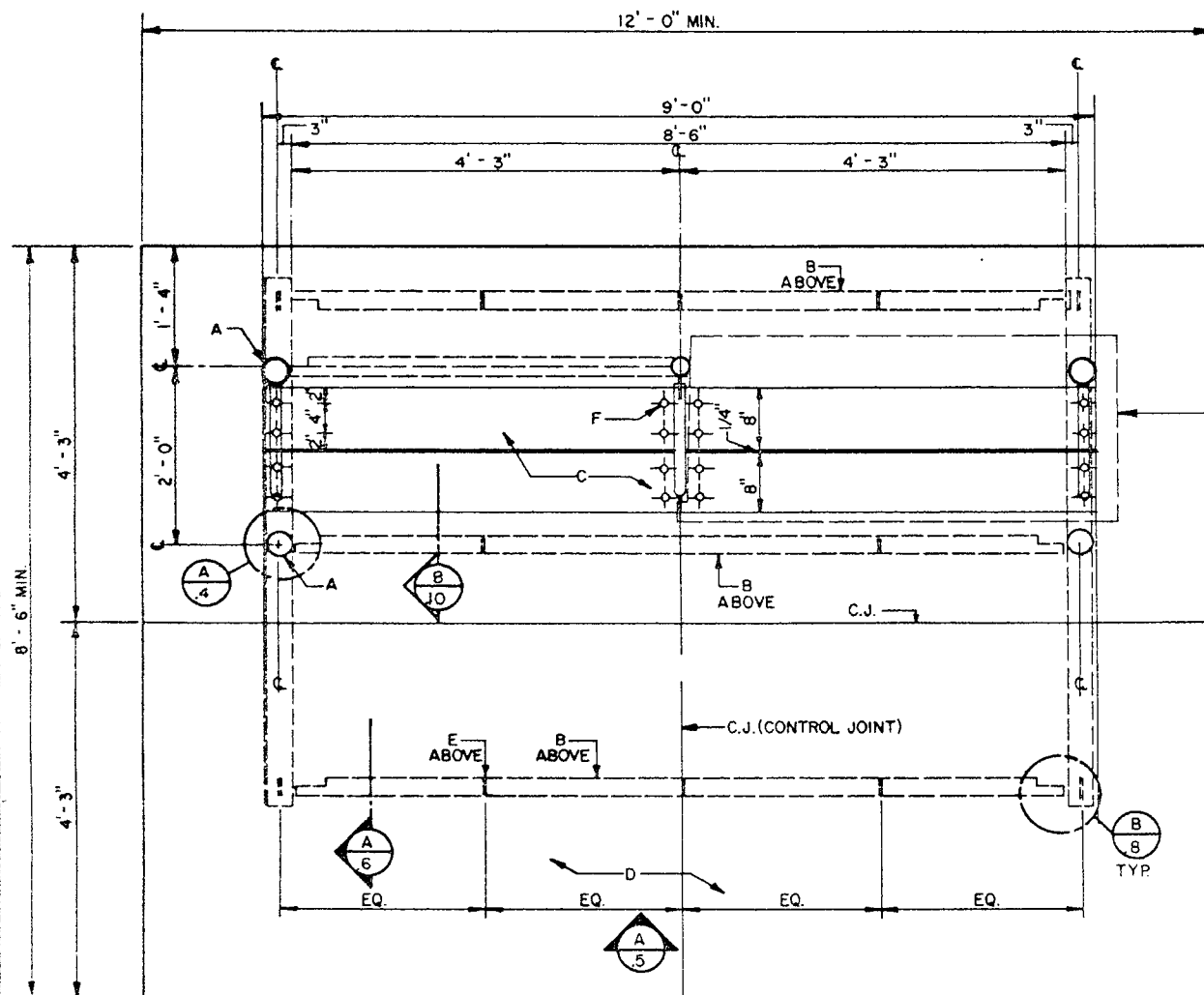
CONSTRUCTION NOTES

- A. 3" * STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" * STEEL PIPE - SEE DETAILS B/.8 ON SHEET 2534.8
- C. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- D. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWP REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).
- E. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- F. 5/8" Ø CARRIAGE BOLT.

SPECIAL NOTE

WHEN A SINGLE SHELTER "B" IS BUILT, AS SHOWN HERE, ONLY ONE-HALF OF THE BUS BENCH SHALL BE CONSTRUCTED. IF A DOUBLE (OR MORE) SHELTERS "B" ARE BUILT THE FULL LENGTH BUS BENCH SHALL BE CONSTRUCTED IN ALL BUT ONE.

SEE SPECIAL NOTE:
THIS SHEET



PLAN

CITY OF ALBUQUERQUE

REVISIONS

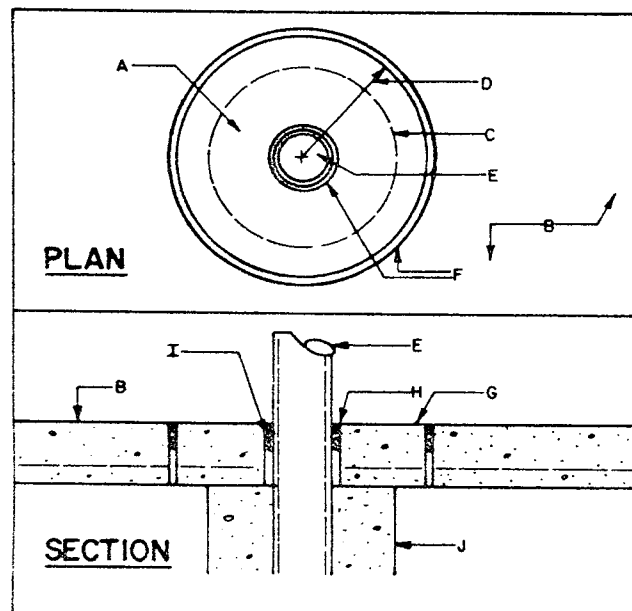
BUS SHELTER 'B'
PLAN

DWG. 2534.3

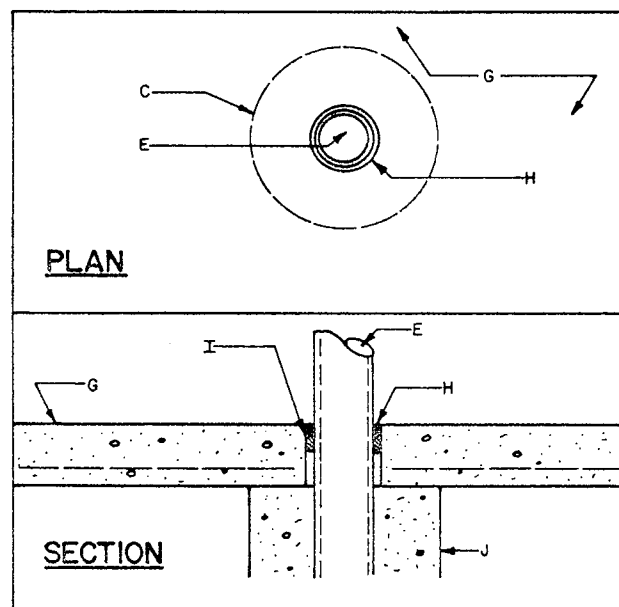
JUNE 1991

CONSTRUCTION NOTES

- A. NEW CONCRETE PATCH.
- B. EXISTING SIDEWALK.
- C. LINE OF FOOTING BELOW.
- D. RADIUS AS REQUIRED.
- E. 3" * STEEL PIPE.
- F. 1/2" EXPANSION JOINT FILLED WITH BLACK POLYURETHANE CAULK OVER FOAM BACKING ROD.
- G. NEW 4" CONCRETE SLAB.
- H. 1/2" POLYURETHANE SELF LEVELING SEALANT.
- I. BACKER ROD.
- J. 2'-0" DIAMETER FOOTING. SEE SHEET 2534.5.



A
4 EXISTING CONCRETE SLAB
CONSTRUCTION



B
4 NEW CONCRETE SLAB
CONSTRUCTION

REVISIONS

CITY OF ALBUQUERQUE

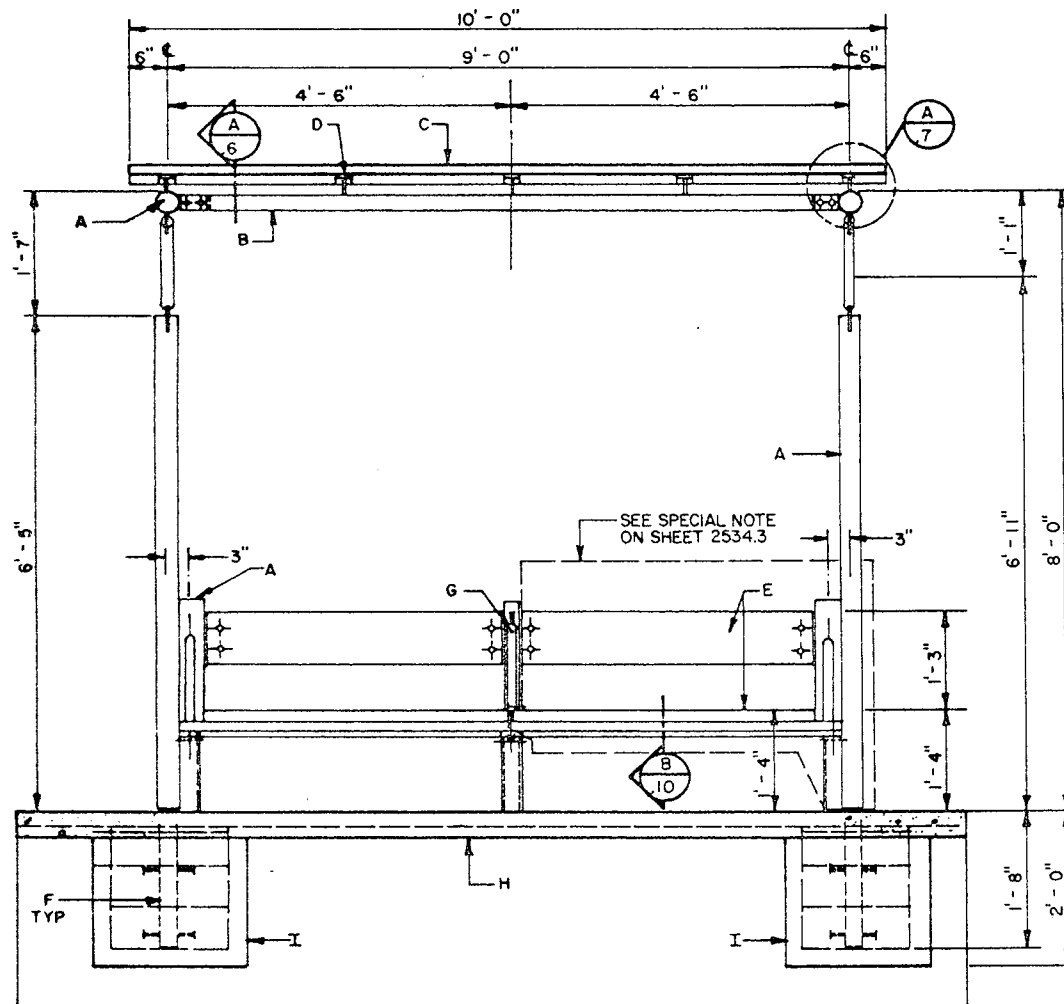
BUS SHELTER 'B'
EXISTING & NEW CONCRETE SLAB
CONSTRUCTION

DWG. 2534.4

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/.8 ON SHEET 2534.8.
- C. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2534.7
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP.
- E. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- F. 2-1/2" STEEL PIPE STUB, EXTENDED 18" IN CONCRETE, WITH 2-1/2" LONG WELDED STUDS.
- G. 1-1/2" STEEL PIPE ARMREST AT PIPE SUPPORT. BOLT TO 1-1/4" STEEL PIPE STUB AND 1/4" STEEL PLATE AS INDICATED. GRIND 1-1/4" PIPE TO FIT WITHIN 1-1/2" PIPE.
- H. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWF REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).
- I. CONCRETE FOOTING SHALL BE 2'-0" DIAMETER. WITH (4) 4-1/2" O H.A.S. X 4" LONG AND (4) #5 X 1'-6" VERTICAL REINFORCEMENT WITH #3 TIES AT 6" O.C.



SECTION A

REVISIONS

CITY OF ALBUQUERQUE

BUS SHELTER 'B'
SECTION

DWG. 2534.5

JUNE 1991

[illegible]

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 1-1/2" STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL.
- C. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2534.7.
- D. 3/4" Ø STEEL LEVELING BOLTS - BOLT THROUGH STEEL PIPE MAIN FRAME AND STEEL PIPE STUB. CUT TO THE NUT AND GRIND SMOOTH.
- E. 2-1/2" STEEL PIPE STUB, EXTENDED 18" IN CONCRETE, WITH 2-1/2" LONG WELDED STUDS, FOUR (4) EACH PER STUB.
- F. 4" CONCRETE SLAB 8'-6" X 12'-0" WITH WWF REINFORCING. (NOT REQUIRED WHERE THERE IS EXISTING PAVING).
- G. 1" X 3" STEEL CHANNEL.
- H. CONCRETE FOOTING SHALL BE 2'-0" DIAMETER. WITH (4) 4-1/2" Ø H.A.S. X 4" LONG AND (4) #5 X 1'-6" VERTICAL REINFORCEMENT WITH #3 TIES AT 6" O.C.
- I. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR AN APPROVED EQUAL.
- J. 5/8" BOLT.
- K. C7. X 9.8 STEEL CHANNEL.
- L. 3/8" STEEL PLATE WELDED TO 3-1/2" Ø STEEL PIPE SUPPORT.
- M. 1-1/2" STEEL PIPE ARMREST AT PIPE SUPPORT. BOLT TO 1/4" STEEL PLATES AS INDICATED. GRIND 1-1/4" PIPE TO FIT WITHIN 1-1/2" PIPE.
- N. C4 X 5.4
- P. SEE B/.10

SECTION

CITY OF ALBUQUERQUE

REVISIONS

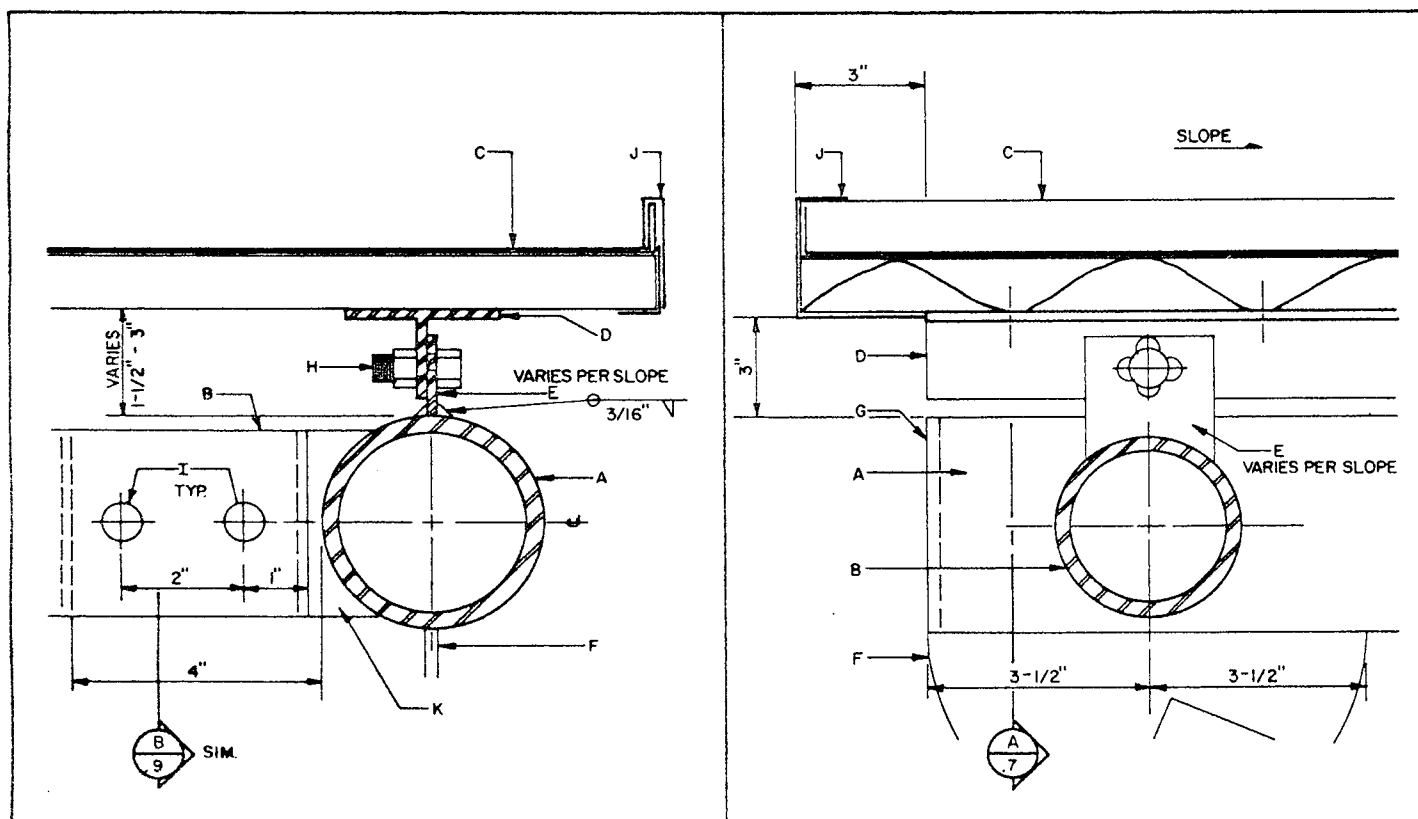
BUS SHELTER 'B'
SECTION

DWG.2534.6

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/.8 ON SHEET 2534.8.
- C. PREFAB COMPOSITE METAL ROOF.
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP.
- E. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- F. 1/4" STEEL PIPE WELDED TO STEEL PIPE.
- G. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- H. 3/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- I. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- J. 24 GA. TRIM - PREFINISHED TO MATCH ROOF.
- K. SEE DETAIL B/.8 ON SHEET 2534.8 FOR PLATE CONNECTION.



A
7 END CONNECTION AT MAIN FRAME

B
7 ROOF CONNECTION
SEE B/.9 FOR PIPE CONNECTION

REVISIONS

CITY OF ALBUQUERQUE

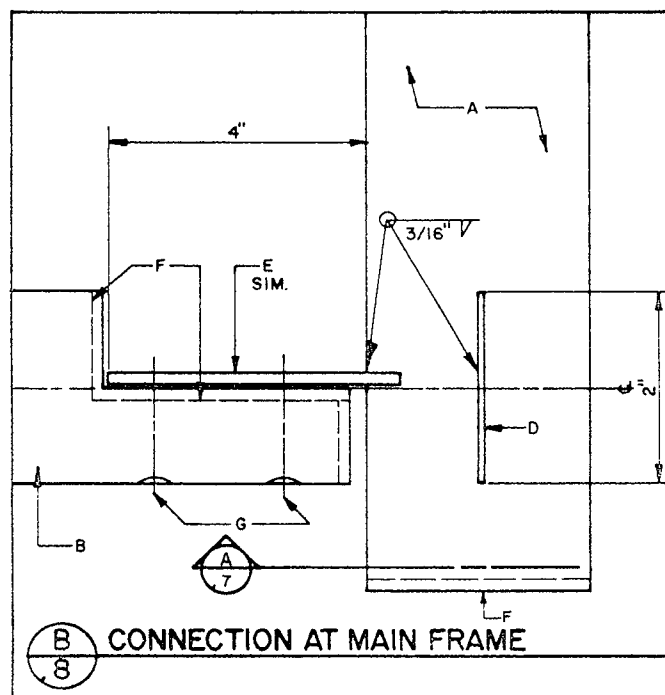
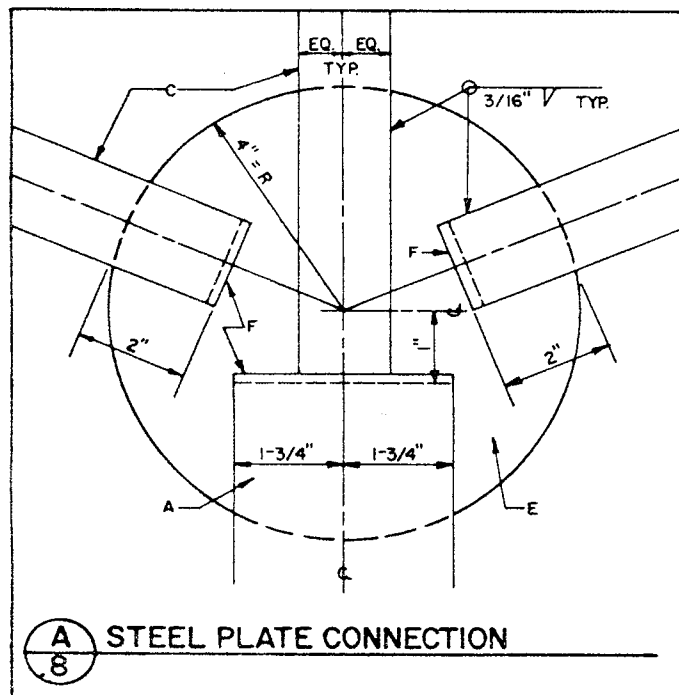
BUS SHELTER 'B'
END CONNECTION AT MAIN FRAME
AND ROOF CONNECTION

DWG. 2534.7

JUNE 1991

CONSTRUCTION NOTES

- A. 3"X STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2"X STEEL PIPE.
- C. 1-1/2"X STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL.
- D. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- E. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- F. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- G. 5/8" Ø STEEL BOLT WITH SPOT WELDED NUT.



CITY OF ALBUQUERQUE

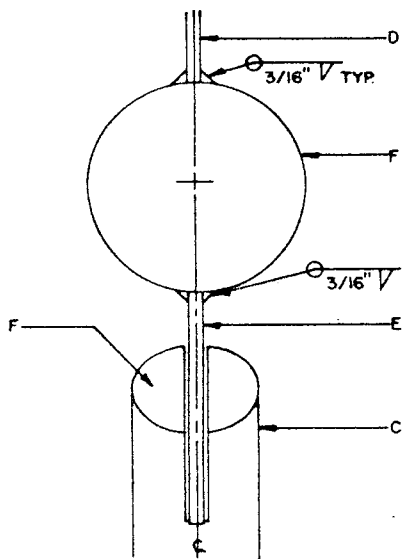
REVISIONS

BUS SHELTER 'B'
STEEL PLATE CONNECTION AND
CONNECTION AT MAIN FRAME
DWG. 2534.8

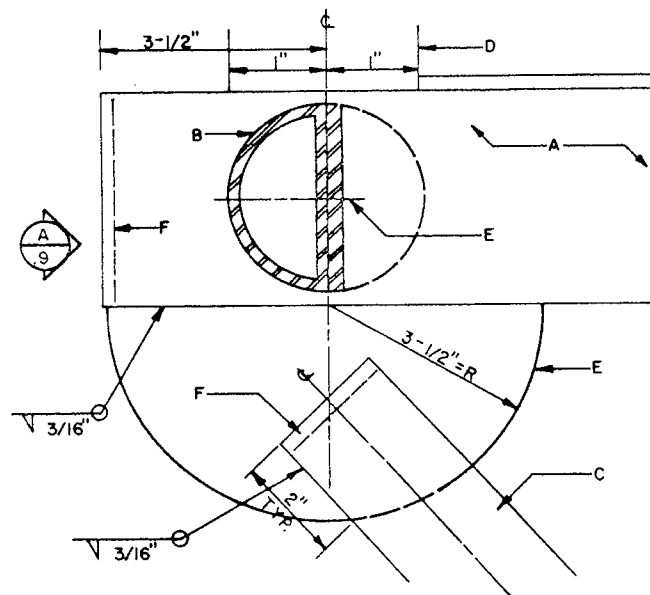
JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/8 ON SHEET 2534.8.
- C. 1-1/2" STEEL PIPE TRUSS SUPPORT - WELDED TO 1/4" STEEL PLATES, TYPICAL.
- D. 1/4" X 1-1/2" X 2" STEEL PLATE WELDED TO STEEL PIPE.
- E. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- F. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.



A END OF MAIN SUPPORT



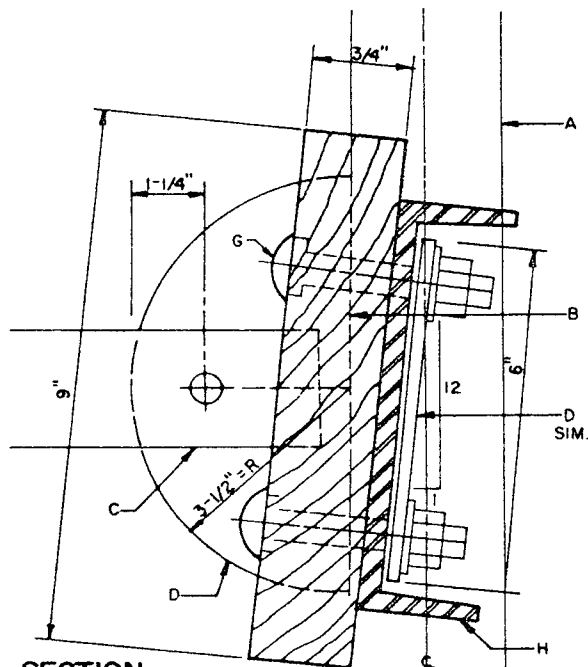
STEEL PIPE CONNECTION

CITY OF ALBUQUERQUE

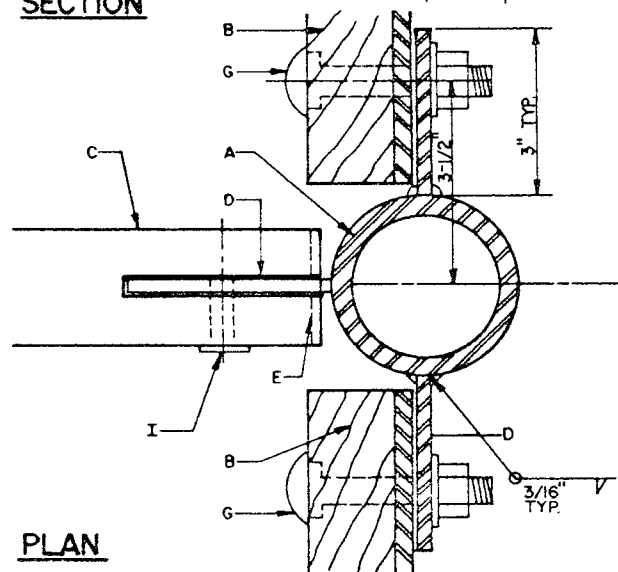
REVISIONS

BUS SHELTER 'B'
END OF MAIN SUPPORT AND
STEEL PIPE CONNECTION
DWG. 2534.9

JUNE 1991

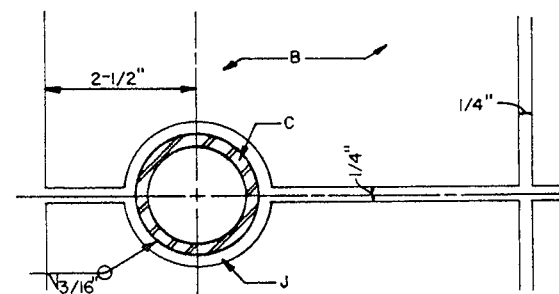


SECTION

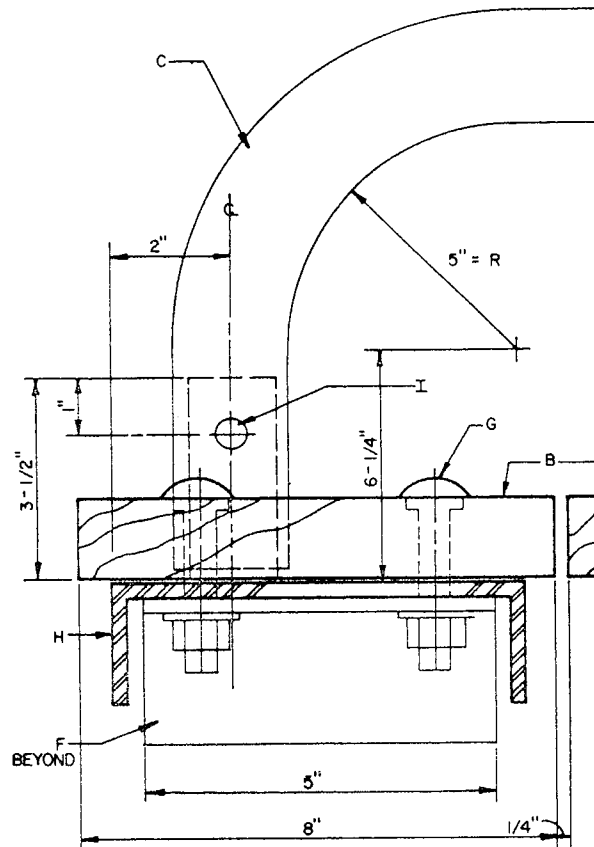


PLAN

A
10 SEATING AT INTERMEDIATE SUPPORT



PLAN



B
10 SEATING AT INTERMEDIATE SUPPORT

CONSTRUCTION NOTES

- A. 3" STEEL PIPE.
- B. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- C. 1-1/2" STEEL PIPE ARMREST AT PIPE SUPPORT. BOLT TO 1-1/4" STEEL PIPE STUB AND 1/4" STEEL PLATE AS INDICATED. GRIND 1-1/4" PIPE TO FIT WITHIN 1-1/2" PIPE.
- D. 1/4" STEEL PLATE WELDED TO STEEL PIPE.
- E. CAP ENDS OF PIPE WITH 1/8" STEEL PLATE, WELDED ALL AROUND.
- F. 3" X 2-1/2" X 1/4" STEEL ANGLE (5" LENGTH) WELDED TO STEEL PLATE.
- G. 5/8" CARRIAGE BOLT.
- H. C7 X 9.8.
- I. 1/2" SOCKET SET SCREW, TYPICAL AT ARMREST. THREAD THROUGH STEEL PIPE.
- J. 1/8" SPACE CONTINUOUS AROUND PIPE.

CITY OF ALBUQUERQUE

REVISIONS

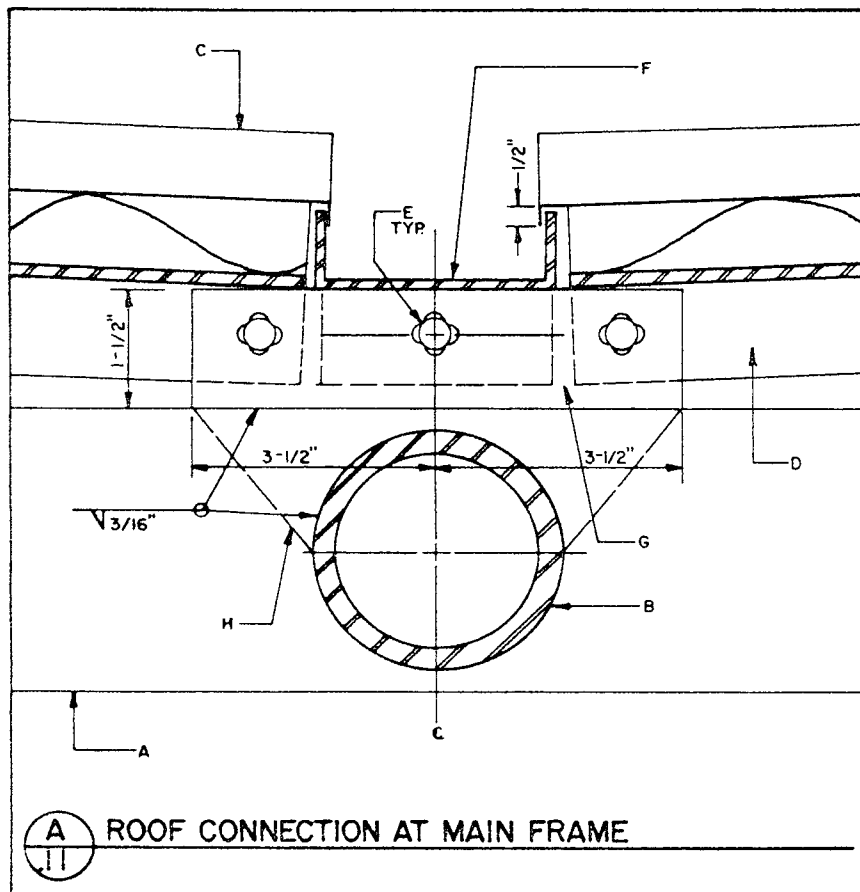
BUS SHELTER 'B'
SEATING AT INTERMEDIATE
SUPPORT

DWG.2534.10

JUNE 1991

CONSTRUCTION NOTES

- A. 3" STEEL PIPE, TYPICAL AT MAIN FRAME SUPPORTS.
- B. 2-1/2" STEEL PIPE - SEE DETAILS B/.8 ON SHEET 2534.8.
- C. PREFAB COMPOSITE METAL ROOF - SEE DETAILS A/.7, B/.7 ON SHEET 2534.7.
- D. 1/8" X 2-1/2" X 1-1/4" STEEL "T" CONTINUOUS ROOF SUPPORT STRIP.
- E. 3/8" Ø STEEL BOLT WITH SPOT WELDED NUT.
- F. 1" X 3" STEEL CHANNEL.
- G. 1/4" X 1-1/2" X 7" STEEL PLATE WELDED TO MAIN FRAME PIPE.
- H. SHAPE OF INTERMEDIATE STEEL PLATE SUPPORTS.



CITY OF ALBUQUERQUE

REVISIONS

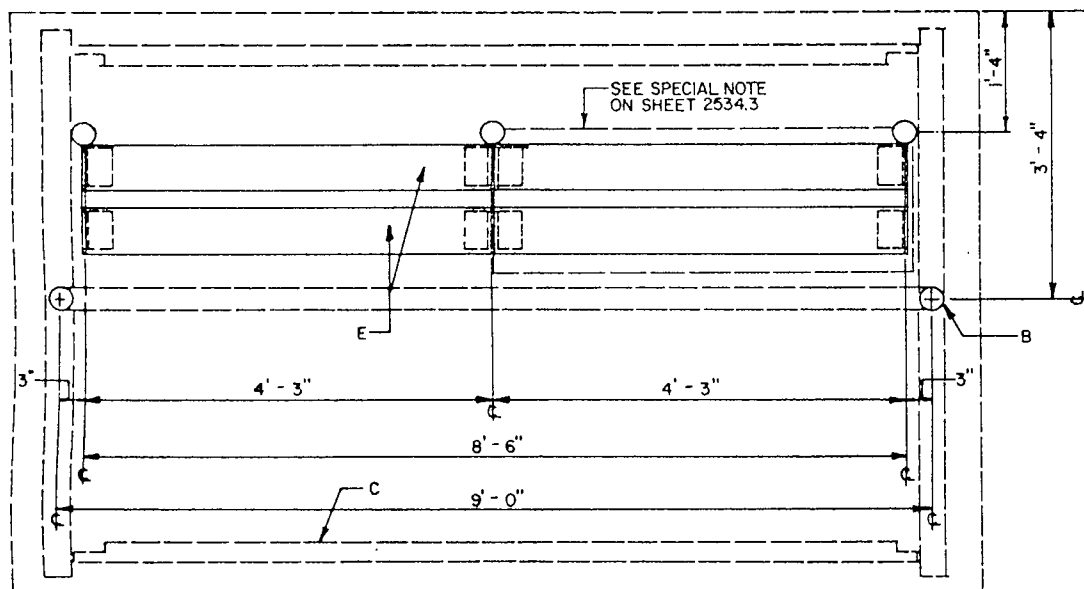
BUS SHELTER 'B'
ROOF CONNECTION AT MAIN
FRAME

DWG. 2534.11

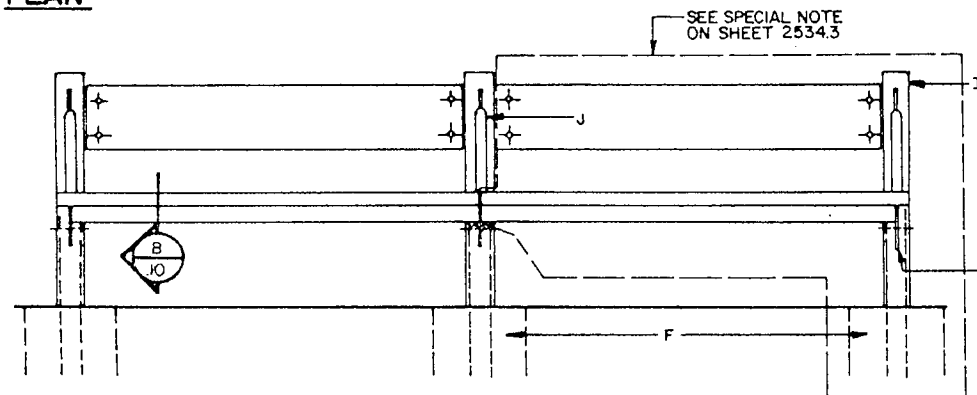
JUNE 1991

CONSTRUCTION NOTES

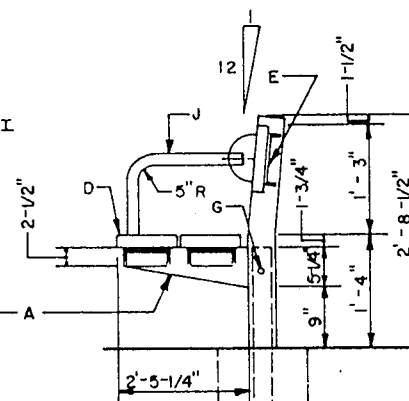
- A. 3/8" STEEL PLATE WELDED TO 3-1/2" Ø STEEL PIPE SUPPORT.
- B. 3" STEEL PIPE (TYP.).
- C. 2-1/2" STEEL PIPE - SEE DETAIL B/8 ON SHEET 2534.8.
- D. HIGH BACK BUS BENCH(ES) TO BE MADE FROM 100% RECYCLED PLASTIC AS MANUFACTURED BY HAMMER'S PLASTIC RECYCLING CORPORATION OR APPROVED EQUAL.
- E. C7 X 9.8 STEEL CHANNEL.
- F. 12" DIAMETER FOOTING 24" DEEP (TYP.).
- G. 5/8" BOLT
- H. ROOFLINE ABOVE
- I. 3" STEEL PIPE.
- J. 1/1/2" STEEL PIPE.



PLAN



ELEVATION



SECTION

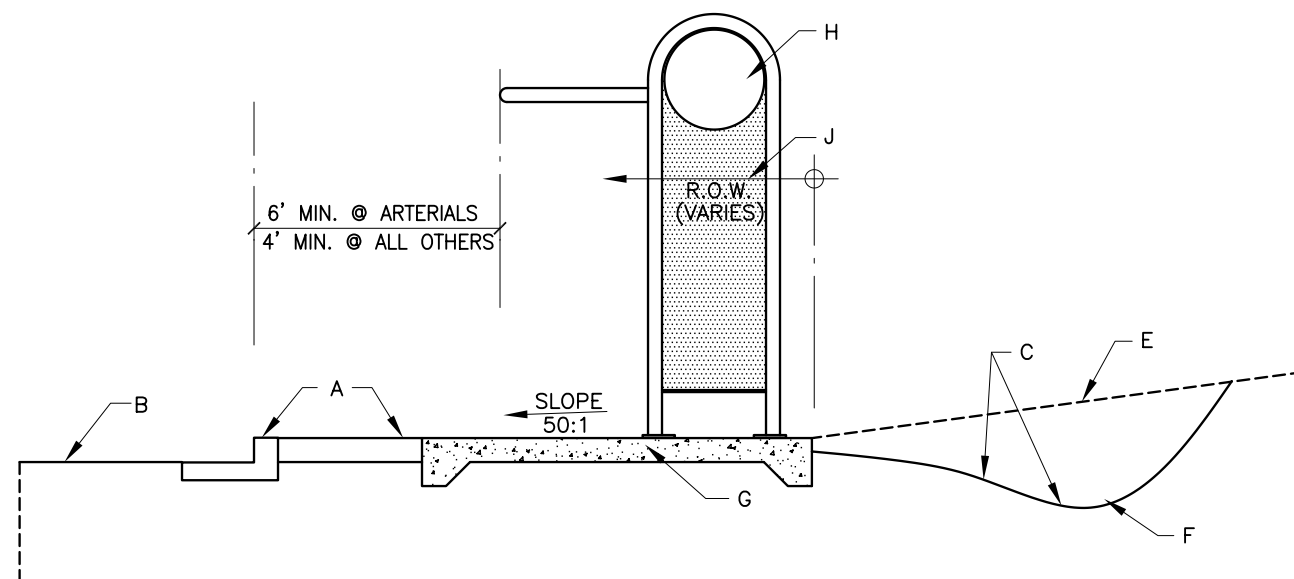
CITY OF ALBUQUERQUE

REVISIONS

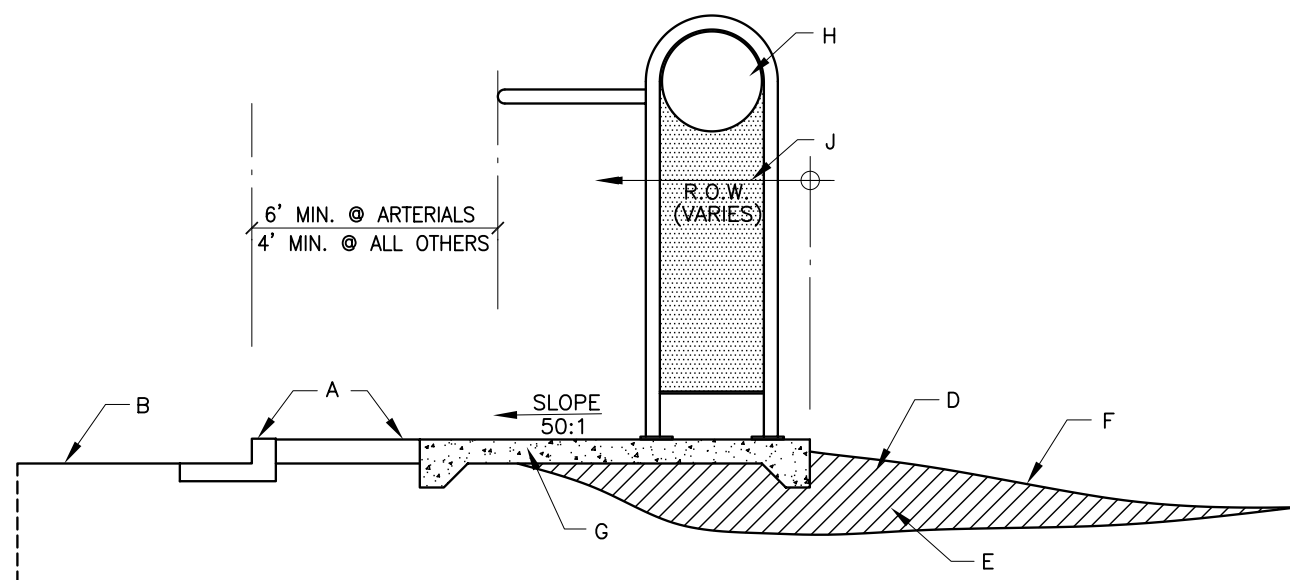
BUS SHELTER 'B'
BENCH DESIGN WITHOUT
WINDOW PANELS
DWG.2534.12

JUNE 199

CUT SECTION



FILL SECTION



CONSTRUCTION NOTES:

- A. EXISTING SIDEWALK. CURB & GUTTER (WIDTH VARIES).
- B. EXISTING STREET.
- C. SWALE, ADJUST EXISTING GRADE AS REQUIRED TO PROVIDE DRAINAGE AWAY FROM SLAB.
- D. FILL AND COMPACT TO DRAIN AWAY FROM SHELTER AS REQUIRED.
- E. EXISTING GRADE. (VARIES)
- F. FINISHED GRADE. (VARIES) (NOTE: EXISTING DRAINAGE PATTERNS SHALL BE MAINTAINED).
- G. NEW CONCRETE SLAB.
- H. 16ga. METAL END PANEL.
- J. SHELTER TO BE CONSTRUCTED WITHIN R.O.W. (NOTE: EASEMENT MAY BE REQUIRED IF R.O.W. DOES NOT PERMIT MINIMUM CLEARANCE TO STREET).

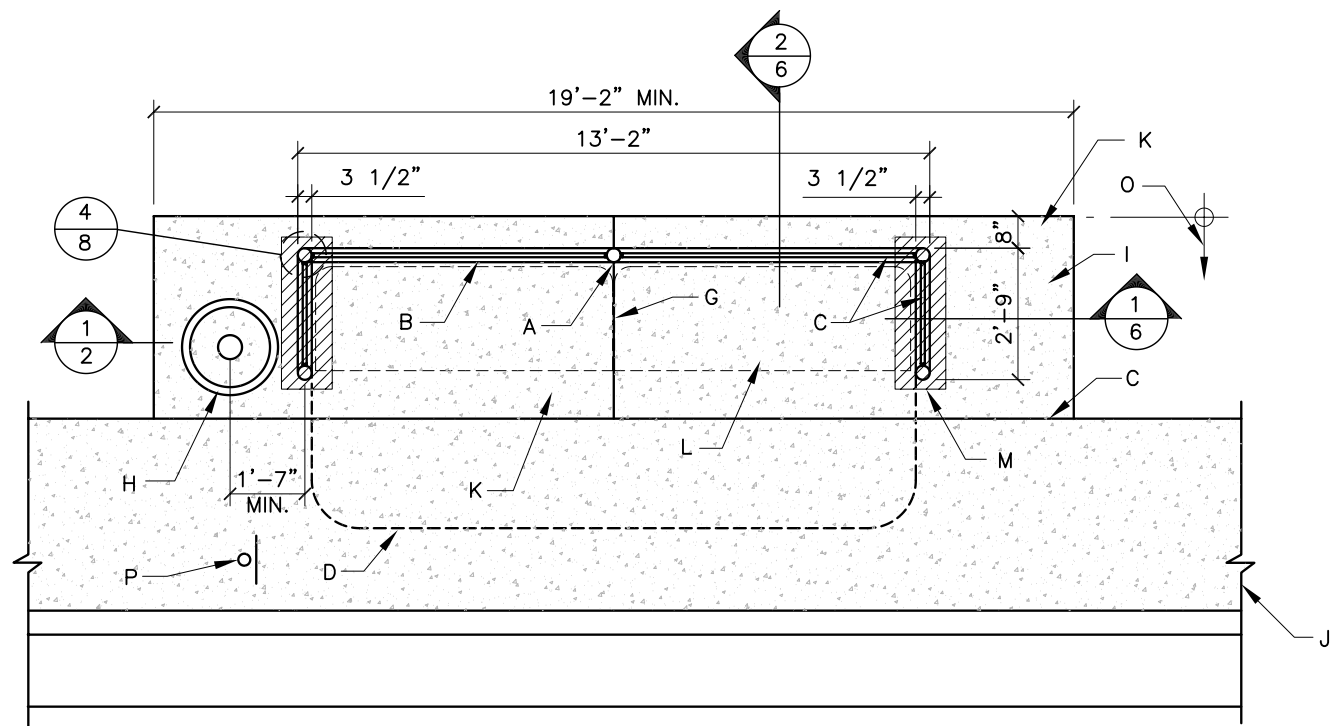
GENERAL NOTES:

1. SEE BUS BAY C.O.A. STD. DWG. 2466 – IF NEW BUS BAY IS REQUIRED.
2. VERIFY EXISTING SITE CONDITIONS AND CONTACT TRANSIT DEPT. BEFORE COMMENCING WORK.
3. THE CONTRACTOR SHALL, AT THE TIME OF EXCAVATION AND PRIOR TO ANY CONCRETE WORK: CALL FOR FIELD INSPECTION AND WRITTEN REPORT BY A REGISTERED GEOTECHNICAL ENGINEER TO DETERMINE THAT THE ON SITE SOIL ARE NON-EXPANSIVE AND CAPABLE OF 1500 PSF BEARING, AND SUITABLE FOR USE AS BACKFILL MATERIAL. THE OWNER SHALL PAY THE COAT OF SUCH INSPECTION AND REPORT, AND SHALL PROVIDE THE CITY OF ALBUQUERQUE WITH A COPY OF THE REPORT. THE GRADES SHALL BE ADJUSTED WITH SUITABLE FILL AS REQUIRED TO ACCOMMODATE SPECIFIED SLAB SIZE.
4. MARK FABRICATED ITEMS TO BE INSTALLED IN FIELD, AFTER PAINTING FOR PROPER INSTALLATION.
5. VERIFY THAT FABRICATION ITEMS FIT PROPERLY BEFORE PAINTING.
6. EXACT LOCATION OF THE BUS SHELTER WILL BE DETERMINED BY THE TRANSIT DEPARTMENT. CONTACT THE TRANSIT BUS STOP COORDINATOR PRIOR TO COMMENCING WITH CONSTRUCTION.
7. PRIOR TO CONSTRUCTION IN THE PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL OBTAIN ALL PERMITS FROM THE PUBLIC WORKS DEPARTMENT.
8. STEEL PIPE SIZES ARE NOMINAL, THE OUTSIDE DIAMETERS ARE AS FOLLOW:
 8" SCHEDULE STANDARD PIPE, O.D. = 8.625"
 3" SCHEDULE 40 STANDARD PIPE, O.D. = 3.500"
 2" SCHEDULE 40 STANDARD PIPE, O.D. = 2.375"
 1 1/4" SCHEDULE 40 STANDARD PIPE, O.D.=1.660"
9. ALL METAL ITEMS EXCEPT ANY FACTORY FINISHED ITEMS SHALL BE FIELD OR SHOP PAINTED WITH ONE COAT OF "CORROBAR" STEEL PRIMER AND TWO COATS OF "SYN-LUSTRO" COLOR #Q12-64U, "BLUE GROTTTO" MARRED AREAS SHALL BE RE-PRIMED & RE-PAINTED AFTER CONSTRUCTION IS COMPLETE. PAINT AND PRIMER TO BE APPLIED PER MANUFACTURE'S SPECIFICATIONS.
10. SHOP APPLY POWER COAT TO PAINT FINISH TO ALL SURFACES OF SHELTER, BENCH & TRASH RECEPTACLE, TOUCH UP ONLY IN FIELD.
11. SHELTER SHALL BE DESIGNED TO MEET ALL AASHTO WIND LOAD REQUIREMENTS.
12. CONCRETE PER SECTION 101, EXTERIOR CONCRETE. $f'c = 3500$ psi AT 28 DAYS.

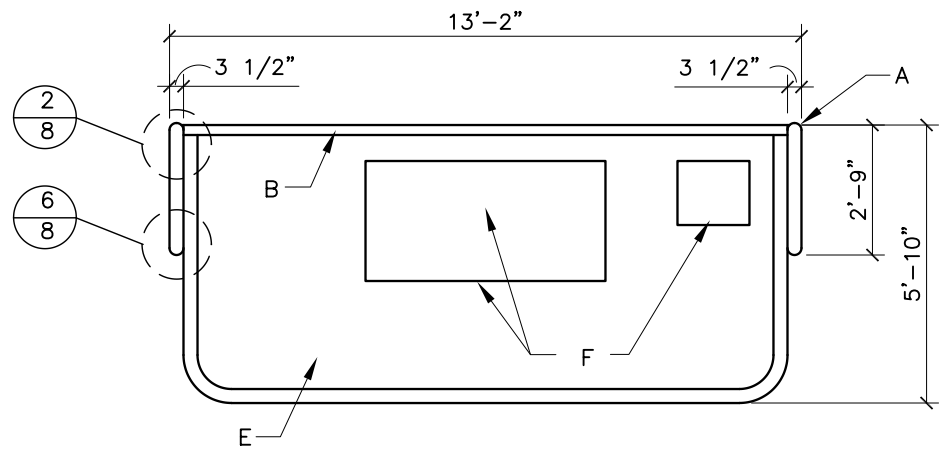
REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' CUT SECTION, FILL SECTION
	DWG. 2535.01 JANUARY 2003

CONSTRUCTION NOTES:

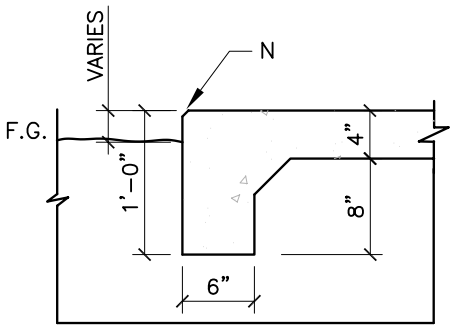
- A. FRAME 3 1/2" O.D. STEEL PIPE, COPE & WELD PIPE, GRIND SMOOTH.
- B. 2 1/2" O.D. STEEL PIPE COPE & WELD PIPE TO CHASSIS GRIND SMOOTH.
- C. 16 ga. PERFORATED STEEL PANEL, RIVETS OR TEMPER PROOF SCREWS FASTENED AT 8"o.c. TO 1/2" x 1" CHANNEL.
- D. ROOF LINE ABOVE.
- E. ROOF: HIGH STRENGTH F.R.P. SMOOTH SURFACE TOP AND BOTTOM. FASTEN TO 1/2" x 2" CHANNEL WITH RIVETS OR TEMPER PROOF SCREWS @ 8"o.c. PAINT TO MATCH SHELTER.
- F. OPTIONAL FLUORESCENT DC LIGHT WITH PHOTO VOLTAIC SOLAR COLLECTOR AND BATTERY IN VENTED SECURITY HOUSING. LACOR MODEL SR100 OR EQUAL. LACOR STREET SCAPES, PHOENIX, ARIZONA, (602) 371-3110.
- G. 1/2" EXPANSION JOINT.
- H. TRASH RECEPTACLE (SEE STD. DWG. 2535.10).
- I. 4" SLAB WITH 4x4 - W4.0 WWF, USE 10' DEEP TURNDOWN AT PERIMETER, BROWN FINISH.
- J. EXISTING SIDEWALK & CURB (WIDTH VARIES). (SHADED)
- K. SLOPE SLAB AT 1:50 MATCH ELEVATION OF SIDEWALK.
- L. BENCH (SEE DETAILS, STD. DWG. 2535.09).
- M. THICKENED SLAB (TYP.)
- N. 3/4" CHAMFER EDGE.
- O. R.O.W. VARIES. SHELTER MUST BE CONSTRUCTED WITHIN R.O.W.
- P. BUS STOP SIGN. (TYP.)



PLAN WITH SIDEWALK

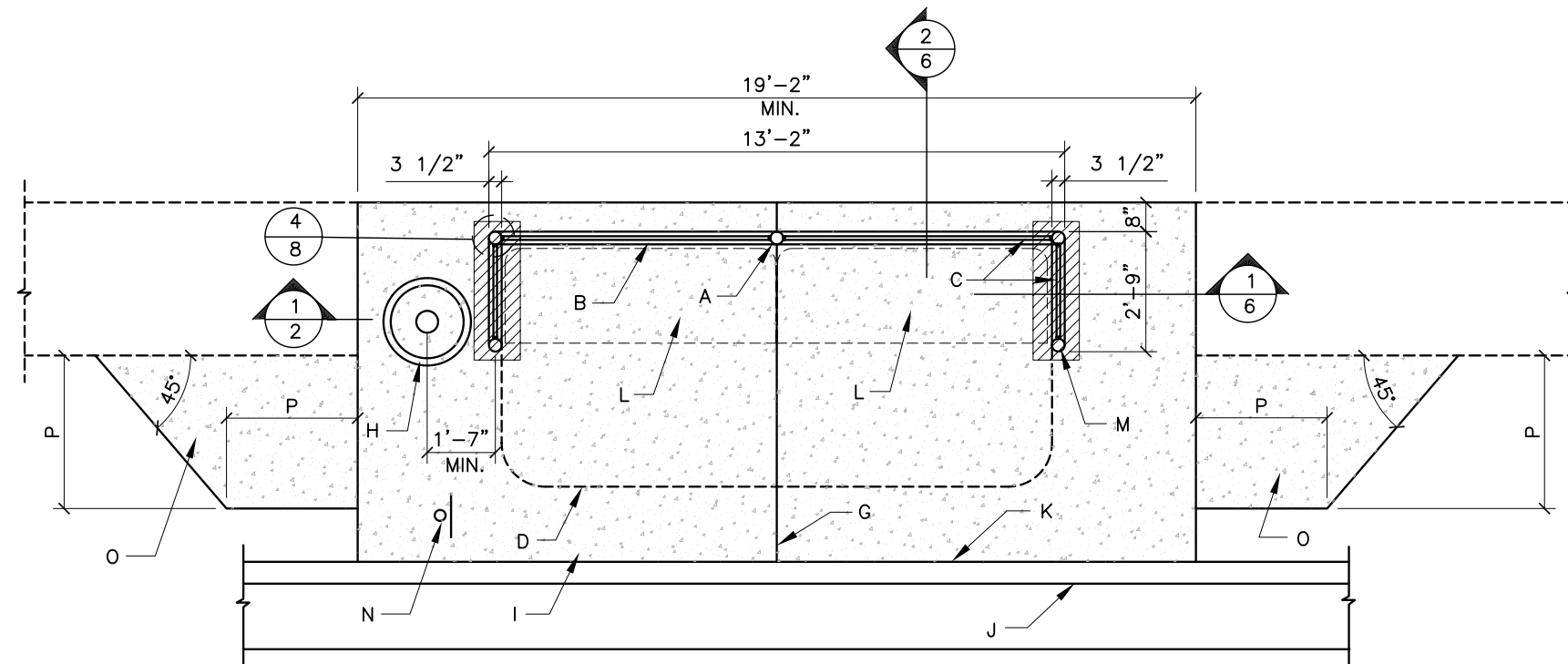


ROOF PLAN



TURN DOWN DETAIL

REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' PLAN & ROOF PLAN (W/ SIDEWALK)
	DWG. 2535.02 JANUARY 2003



PLAN WITHOUT SIDEWALK (OR SIDEWALK SET BACK FROM CURB

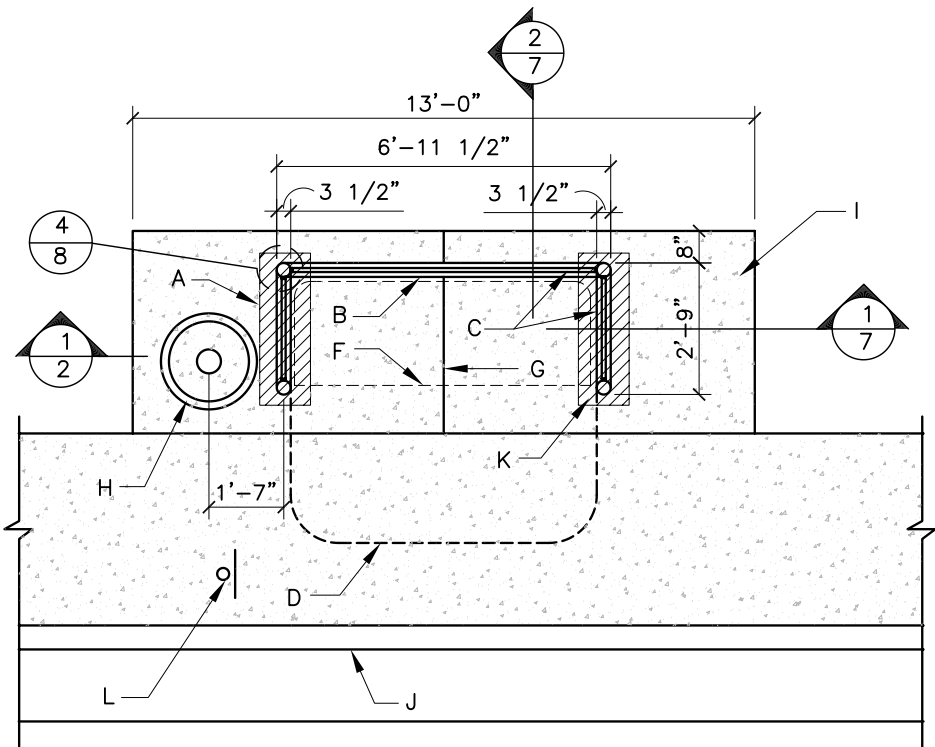
CONSTRUCTION NOTES:

- A. FRAME 3 1/2" O.D. STEEL PIPE, COPE & WELD PIPE, GRIND SMOOTH.
- B. 2 1/2" O.D. STEEL PIPE COPE & WELD PIPE TO CHASSIS, GRIND SMOOTH.
- C. 16 ga. PERFORATED STEEL PANEL, RIVETS OR TEMPER PROOF SCREWS FASTENED AT 8"o.c. TO 1/2" x 1" CHANNEL.
- D. ROOF LINE ABOVE.
- E. (NOT USED)
- F. (NOT USED)
- G. 1/2" EXPANSION JOINT.
- H. TRASH RECEPTACLE (SEE STD. DWG. 2535.10).
- I. 4" SLAB WITH 4x4 - W4.0 WWF, USE 10' DEEP TURNDOWN AT PERIMETER, BROWN FINISH.
- J. EXISTING CURB (SHADED)
- K. MATCH SLOPE OF CURB.
- L. BENCH (SEE STD. DWG. 2535.09).
- M. THICKENED SLAB (TYP.)
- N. BUS STOP SIGN (TYP.)
- O. NEW CONCRETE INFILL IF SIDEWALK IS SET BACK FROM CURB. SIZE AND SHAPE OF INFILL MAY VARY.
- P. MATCH SIDEWALK WIDTH.

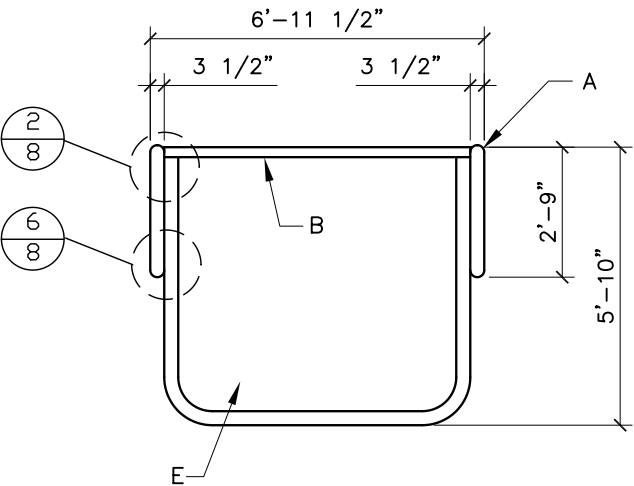
REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' PLAN (W/O SIDEWALK)
	DWG. 2535.03 JANUARY 2003

CONSTRUCTION NOTES:

- A. FRAME 3 1/2" O.D. STEEL PIPE, COPE & WELD PIPE, GRIND SMOOTH.
- B. 2 1/2" O.D. STEEL PIPE COPE & WELD PIPE TO CHASSIS, GRIND SMOOTH.
- C. 16 ga. PERFORATED STEEL PANEL, RIVETS OR TEMPER PROOF SCREWS FASTENED AT 8"o.c. TO 1/2" x 1" CHANNEL.
- D. ROOF LINE ABOVE.
- E. ROOF: HIGH STRENGTH F.R.P. SMOOTH SURFACE TOP AND BOTTOM. FASTEN TO 1/2" x 2" CHANNEL WITH RIVETS OR TAMPER PROOF SCREWS AT 8" o.c. PAINT TO MATCH SHELTER.
- F. BENCH (SEE DETAILS ON STD. DWG. 2535.09).
- G. 1/2" EXPANSION JOINT.
- H. TRASH RECEPTACLE (SEE STD. DWG. 2535.10).
- I. 4" SLAB WITH 4x4 - W4.0 WWF, USE 10' DEEP TURNDOWN AT PERIMETER, BROWN FINISH.
- J. EXISTING CURB & SIDEWALK (SHADED). MATCH SLOPE OF CURB.
- K. THICKENED SLAB. (TYP.)
- L. BUS STOP SIGN. (TYP.)

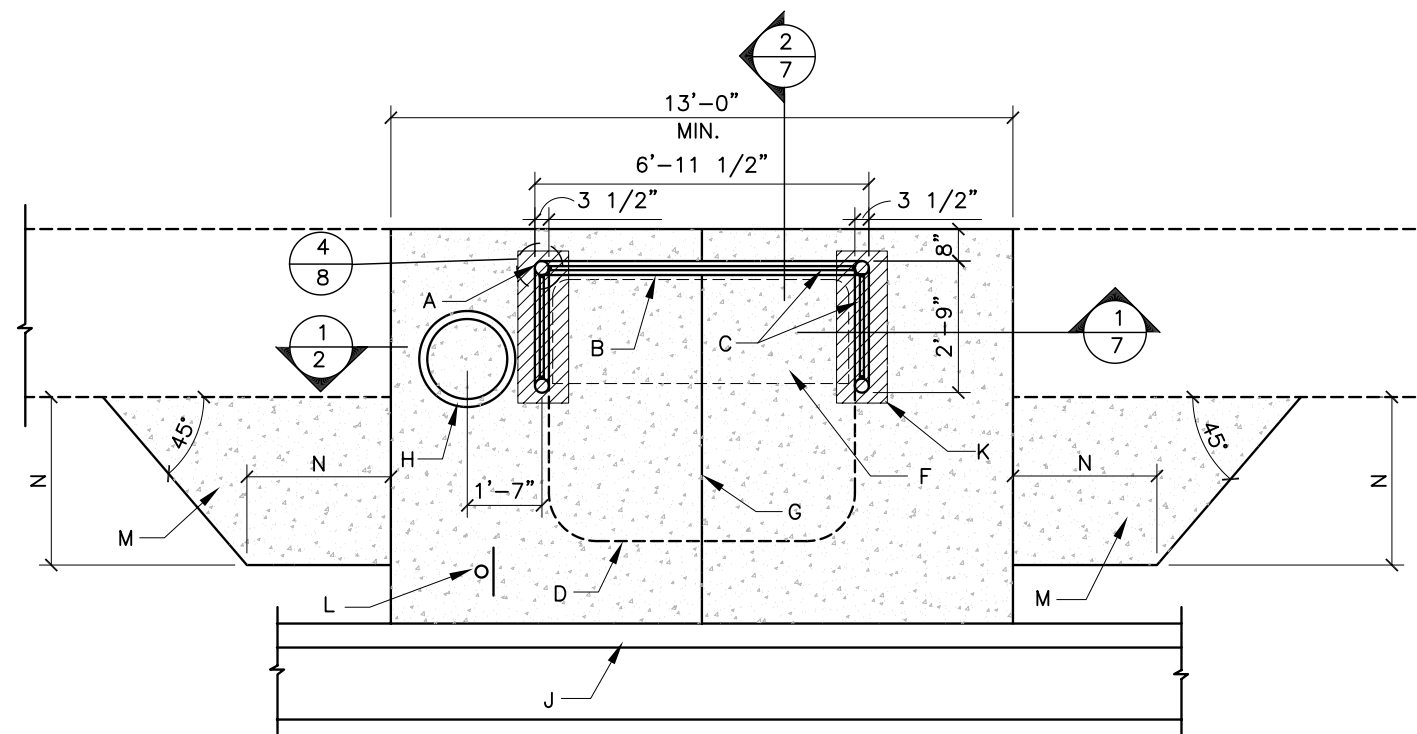


PLAN WITH SIDEWALK



ROOF PLAN

REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'D' PLAN & ROOF PLAN (W/ SIDEWALK)
	DWG. 2535.04 JANUARY 2003



PLAN WITHOUT SIDEWALK (OR SIDEWALK SET BACK FROM CURB)

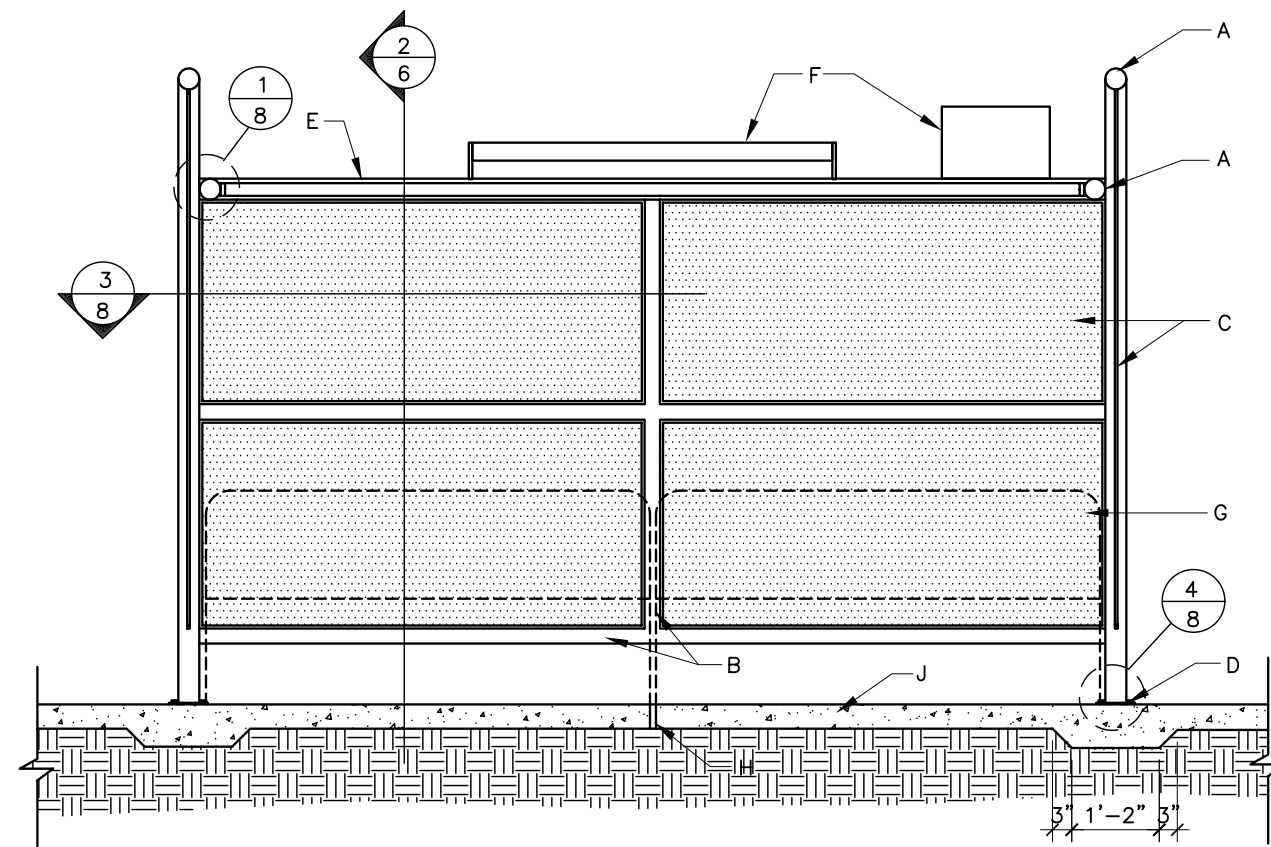
CONSTRUCTION NOTES:

- A. FRAME 3 1/2" O.D. STEEL PIPE, COPE & WELD PIPE, GRIND SMOOTH.
- B. 2 1/2" O.D. STEEL PIPE COPE & WELD PIPE TO CHASSIS, GRIND SMOOTH.
- C. 16 ga. PERFORATED STEEL PANEL, RIVETS OR TEMPER PROOF SCREWS FASTENED AT 8" o.c. TO 1/2" x 1" CHANNEL.
- D. ROOF LINE ABOVE.
- E. ROOF: HIGH STRENGTH F.R.P. SMOOTH SURFACE TOP AND BOTTOM. FASTEN TO 1/2" x 2" CHANNEL WITH RIVETS OR TAMPER PROOF SCREWS AT 8" o.c. PAINT TO MATCH SHELTER.
- F. BENCH (SEE DETAILS ON STD. DWG. 2535.09).
- G. 1/2" EXPANSION JOINT.
- H. TRASH RECEPTACLE (SEE STD. DWG. 2535.10).
- I. 4" SLAB WITH 4x4 - W4.0 WWF, USE 10' DEEP TURNDOWN AT PERIMETER, BROWN FINISH.
- J. EXISTING CURB. (SHADED).
- K. THICKENED SLAB. (TYP.)
- L. BUS STOP SIGN. (TYP.)
- M. NEW CONCRETE INFILL IF SIDEWALK IS SET BACK FROM CURB. SIZE AND SHAPE OF INFILL MAY VARY.
- N. MATCH SIDEWALK WIDTH.

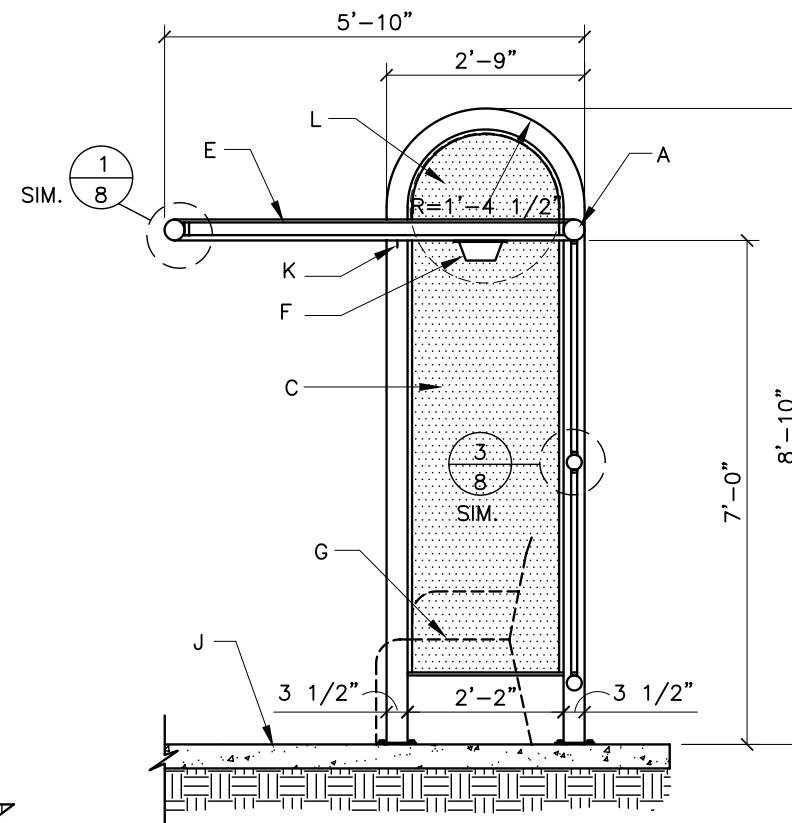
REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'D' (W/O/ SIDEWALK)
	DWG. 2535.05 JANUARY 2003

CONSTRUCTION NOTES:

- A. FRAME 3 1/2" STANDARD STEEL PIPE, COPED WELD PIPE CHASSIS.
- B. 2 1/2" STANDARD STEEL PIPE COPED, WELD PIPE TO CHASSIS.
- C. 16 GA. PERFORATED STEEL PANEL, RIVETS OR TAMPER PROOF SCREWS AT 8" o.c. FASTENED TO 1/2" x 1" CHANNEL.
- D. STEEL ANCHOR PLATE W 1/2" DIAMETER RED HEAD ANCHOR BOLT, SEE DETAIL 4/8.
- E. ROOF: HIGH STRENGTH F.R.P. SMOOTH SURFACE TOP AND BOTTOM, FASTEN TO 1/2"x2" CHANNEL WITH RIVETS OR TEMPER PROOF SCREWS AT 8" o.c.
- F. OPTIONAL FLUORESCENT DC LIGHT WITH PHOTO VOLTAIC SOLAR COLLECTOR AND BATTERY IN VENT SECURITY HOUSING LACOR MODEL NO. SR100 OR EQUAL. LACOR STREET SCAPES, PHOENIX, ARIZONA, (602) 371-3110.
- G. BENCH (SEE DETAILS ON ST. DWG. 2535.09).
- H. 1/2" EXPANSION JOINT.
- J. 4" SLAB WITH 4X4 - W4.0xW4.0 WWF, USE 10" DEEP TURNDOWN AT PERIMETER, BROOM FINISH.
- K. 1/2" STEEL BRACKET, WELD TO PIPE FRAME, GRIND SMOOTH.
- L. 16 GA. SHEET METAL PANEL (BEYOND). ATTACH WITH RIVETS OR TAMPER PROOF SCREWS (8 PER PANEL).

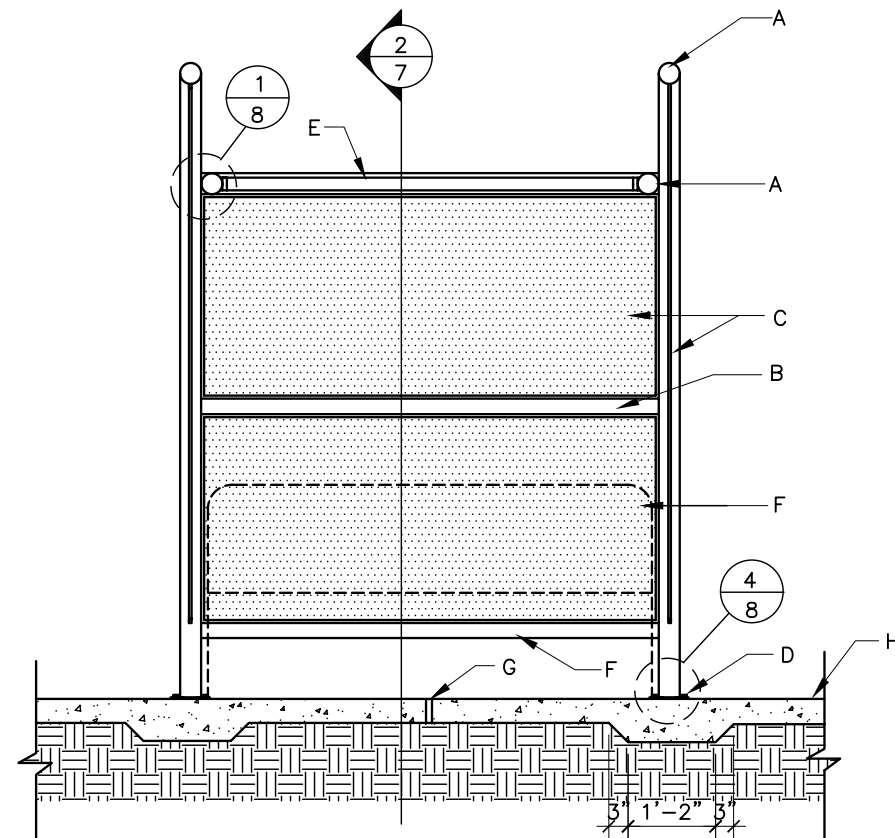


1 SECTION
6

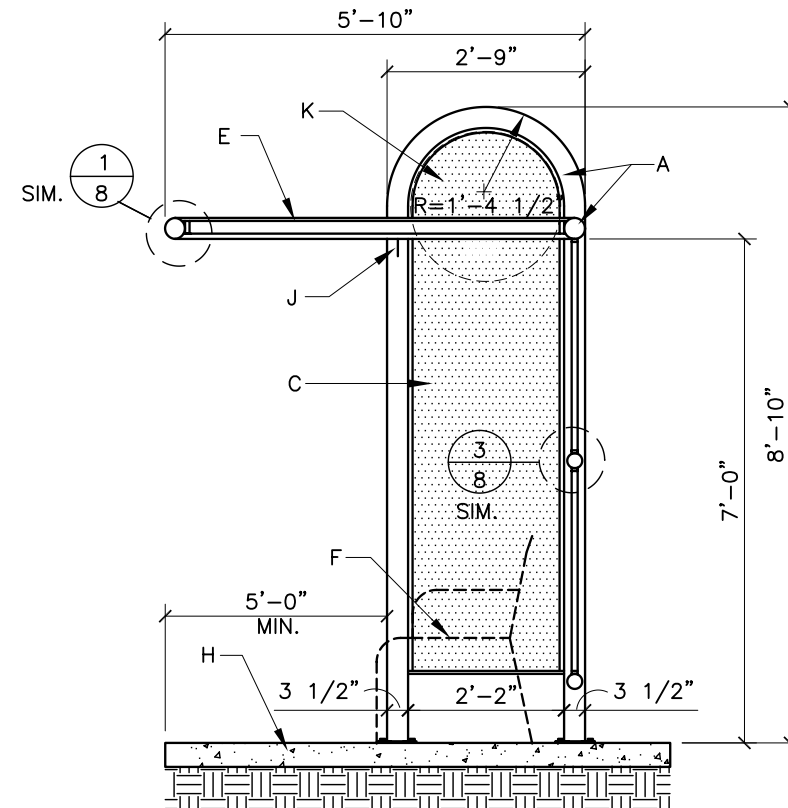


2 SECTION
6

REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' ELEVATION / SHELTER
	DWG. 2535.06 JANUARY 2003



1
7 SECTION

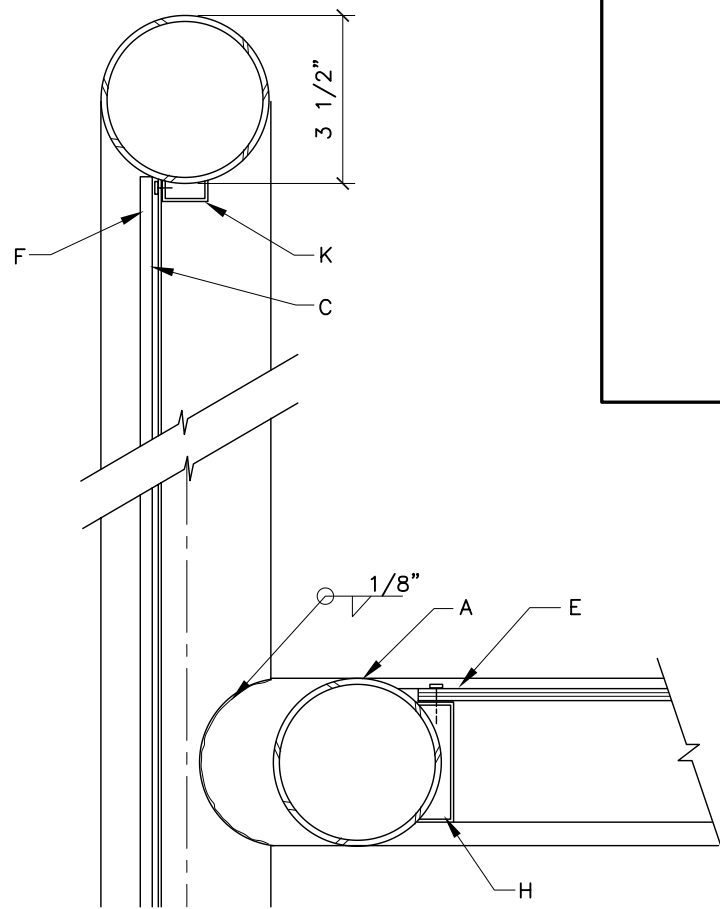


2
7 SECTION

CONSTRUCTION NOTES:

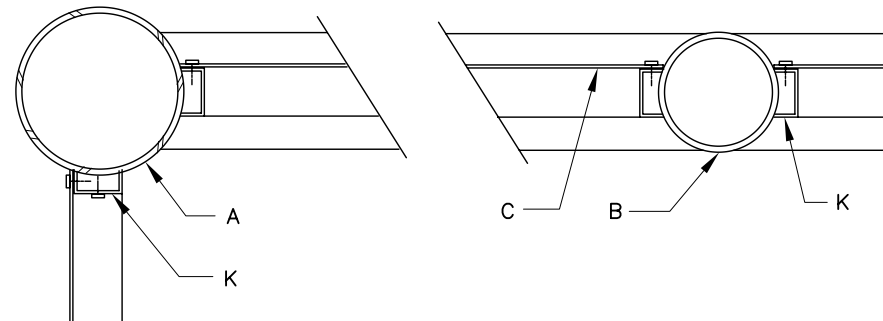
- A. FRAME 3 1/2" STANDARD STEEL PIPE, COPED WELD PIPE CHASSIS.
- B. 2 1/2" STANDARD STEEL PIPE COPED, WELD PIPE TO CHASSIS.
- C. 16 GA. PERFORATED STEEL PANEL, RIVETS OR TAMPER PROOF SCREWS AT 8" o.c. FASTENED TO 1/2" x 1" CHANNEL.
- D. STEEL ANCHOR PLATE W 1/2" DIAMETER RED HEAD ANCHOR BOLT, SEE DETAIL 4/8.
- E. ROOF: HIGH STRENGTH F.R.P. SMOOTH SURFACE TOP AND BOTTOM, FASTEN TO 1/2"x2" CHANNEL WITH RIVETS OR TEMPER PROOF SCREWS AT 8" o.c.
- F. BENCH (SEE DETAILS ON STD. DWG. 2535.09).
- G. 1/2" EXPANSION JOINT.
- H. 4" SLAB WITH 4X4 - W4.0xW4.0 WWF, USE 10" DEEP TURNDOWN AT PERIMETER, BROOM FINISH.
- J. 1/2" STEEL BRACKET, WELD TO PIPE FRAME, GRIND SMOOTH.
- K. 16 GA. SHEET METAL PANEL (BEYOND). ATTACH WITH RIVETS OR TAMPER PROOF SCREWS (8 PER PANEL).

REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'D' ELEVATION / SECTION
	DWG. 2535.07 JANUARY 2003



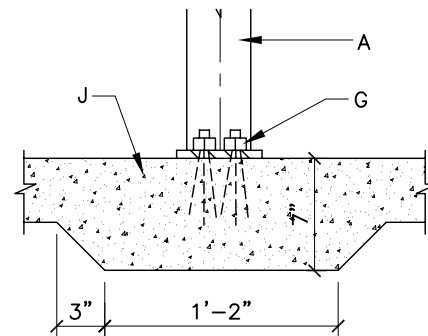
1
8

DETAIL



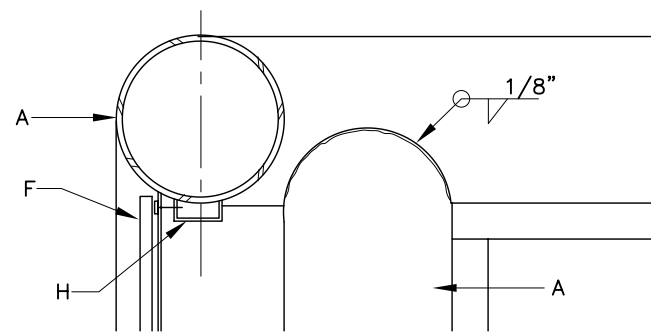
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DETAIL



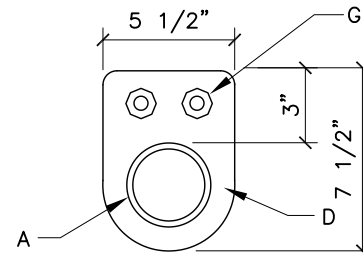
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DETAIL



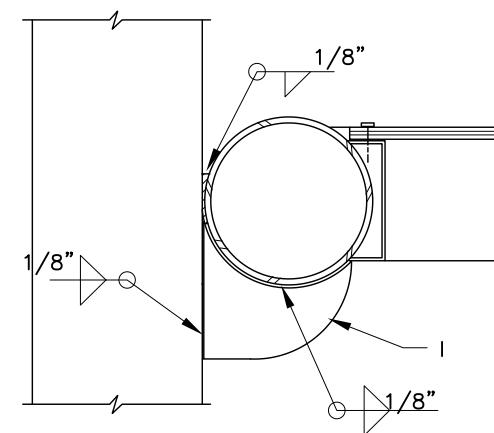
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8

DETAIL



5
8

DETAIL



6
8

DETAIL

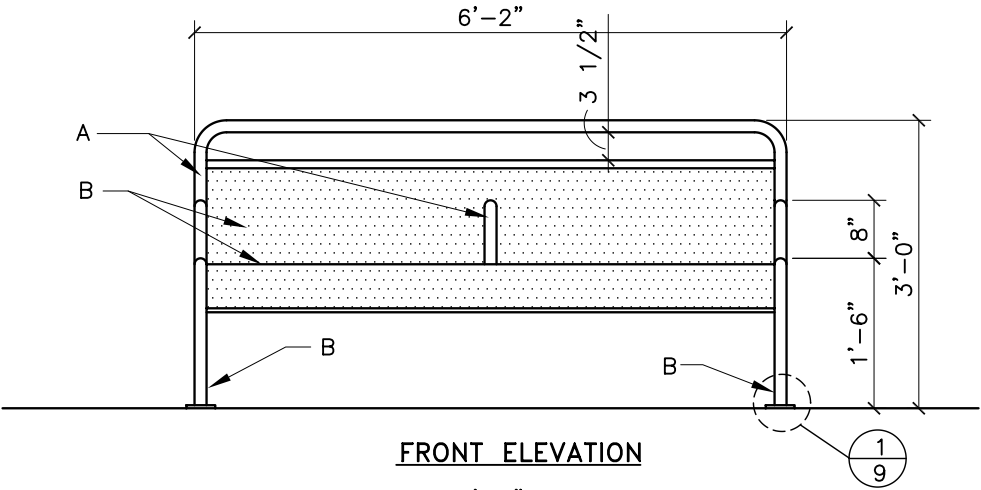
CONSTRUCTION NOTES:

- A. FRAME 3" SCHEDULE 40 STANDARD STEEL PIPE, COPE & WELD PIPE CHASSIS.
- B. 2" SCHEDULE 40 STANDARD STEEL PIPE, COPE & WELD PIPE TO CHASSIS.
- C. 16 GA. PERFORATED STEEL PANEL, RIVET OR SCREWS AT 8" o.c. TO 1/2" x 1" CHANNEL.
- D. 1/4" STEEL ANCHOR PLATE W 1/2" ANCHOR BOLTS.
- E. ROOF HIGH STRENGTH F.R.P. SMOOTH SURFACE TOP AND BOTTOM, FASTEN TO 1/2" x 2" CHANNEL WITH RIVETS FOR TAMPER PROOF SCREWS AT 8" o.c.
- F. 16 ga. SHEET METAL SOLID END PANEL ATTACH TO CHANNELS WITH RIVETS OR TAMPER PROOF SCREWS (8 PER PANEL).
- G. CORROSION RESISTANT 1/2"Øx 3 1/2" REDHEAD BOLTS (TYP.)
- H. 2" x 1/2" x 1/4" CHANNEL WELD TO PIPE FRAME GRIND SMOOTH.
- I. 1/4" STEEL BRACKET WELD TO PIPE FRAME GRIND SMOOTH.
- J. CONCRETE SLAB.
- K. 1" x 1/2" x 1/4" CHANNEL WELD TO PIPE GRIND SMOOTH.

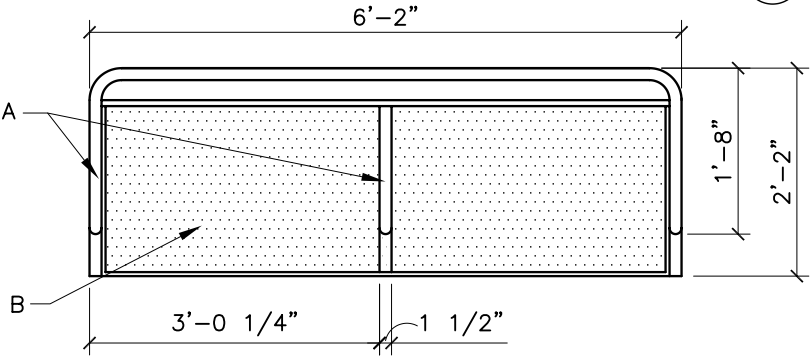
REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' & 'D' DETAILS
	DWG. 2535.08 JANUARY 2003

CONSTRUCTION NOTES:

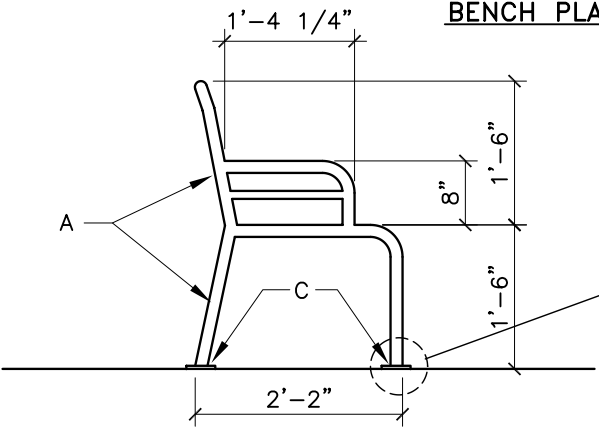
- A. BENCH FRAME: 1-1/2" O.D. COPED, WELDED PIPE CHASSIS PAINT FINISH.
- B. 10 GA. PERFORATED STEEL AND WELD PIPE.
- C. WELDED 3/8" STEEL FOOTING PLATES WITH HOLES FOR 1/2" DIAMETER ANCHOR BOLTS.
- D. 1/4" THICK BASE PLATE.
- E. 1/2" DIA. x 3 1/2" RED HEAD BOLTS.



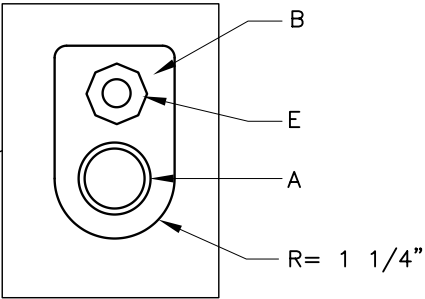
FRONT ELEVATION



BENCH PLAN



SIDE ELEVATION

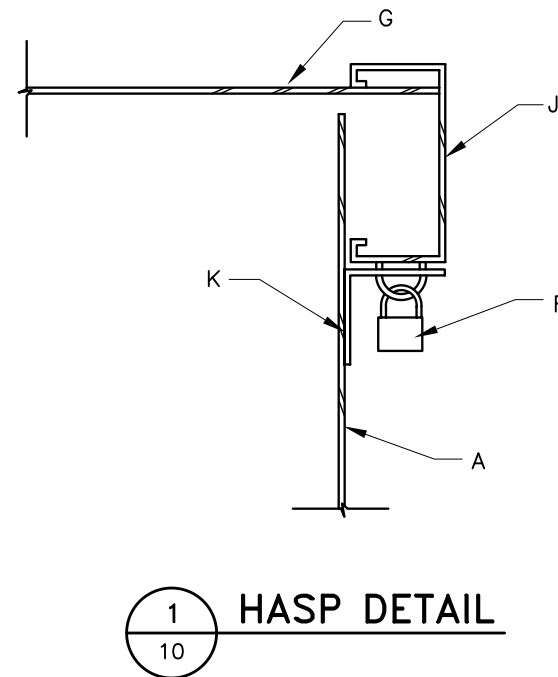
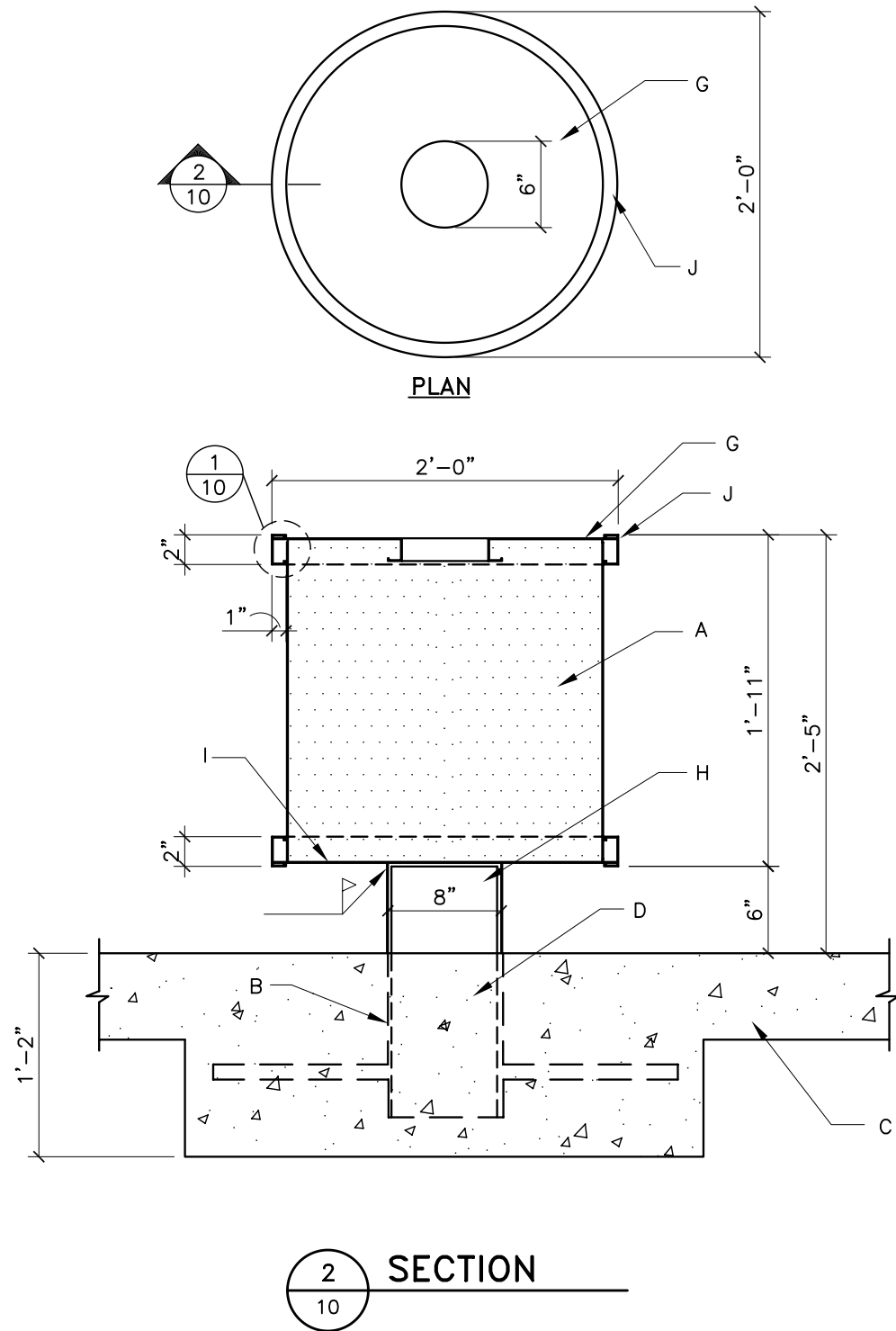


ANCHOR DETAIL

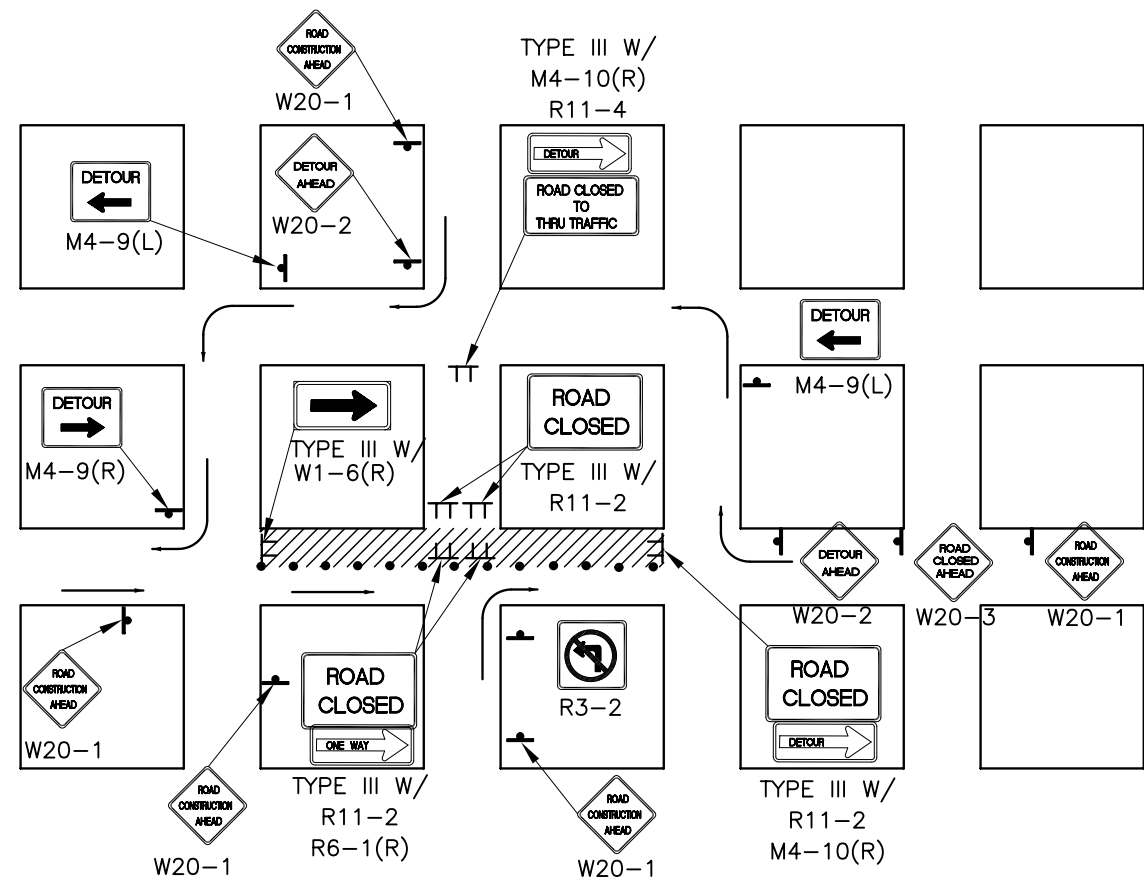
REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' & 'D' BENCH
	DWG. 2535.09 JANUARY 2003

CONSTRUCTION NOTES:

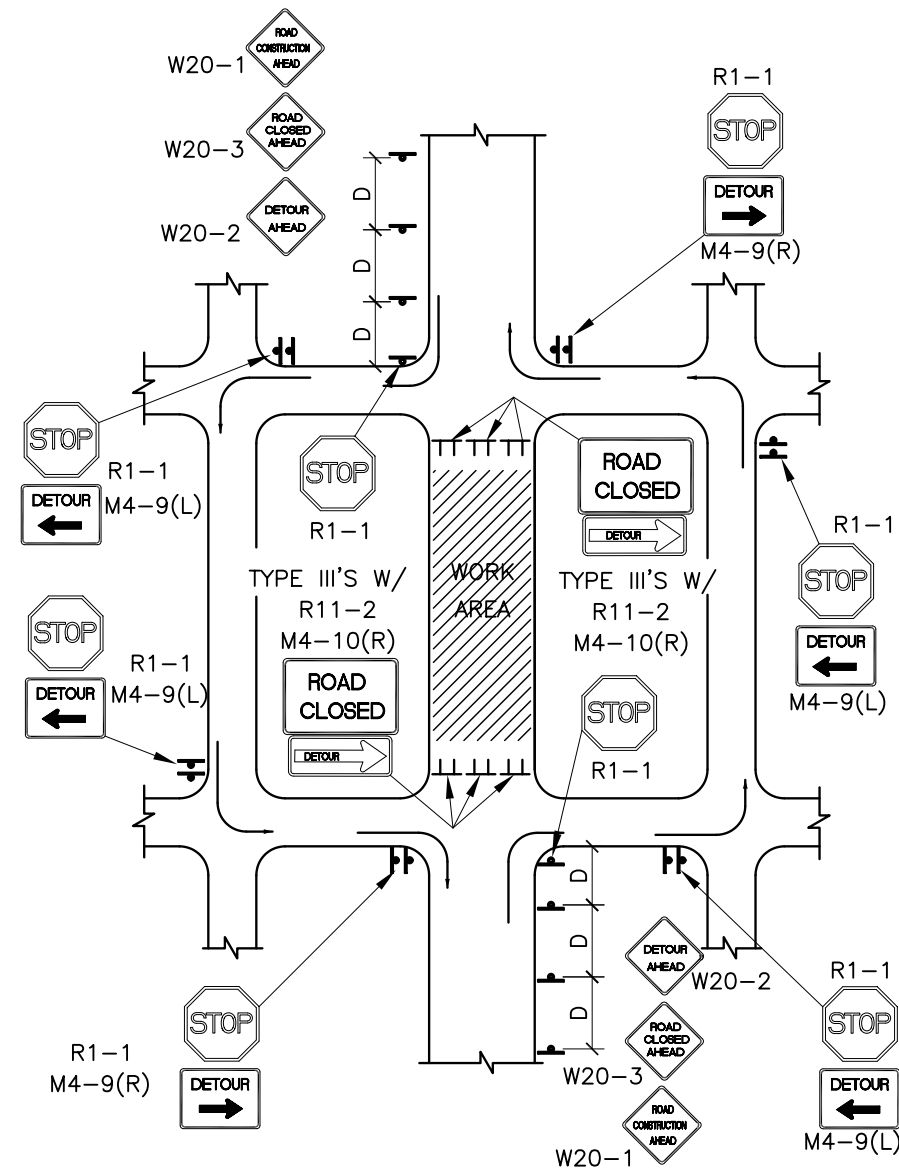
- A. TRASH RECEPTACLE 16 GA. PERFORATED STEEL WITH 8" O.D. PIPE PEDESTAL PAINT FINISH.
- B. ANCHORING: 1 HOLE FOR 1/2" x 24" Ø ROD THROUGH BOTTOM OF PEDESTAL.
- C. NEW CONCRETE SLAB.
- D. 1/4"Ø ANCHORS (2) WELD TO x 6' PEDESTAL.
- E. LIQUID APPLIED WATER PROOFING ON ALL BELOW GRADE STEEL.
- F. PADLOCK HASP.
- G. REMOVABLE TOP 16 GA. STEEL POWDER COATING FINISH.
- H. 8" PEDESTAL W/ 1/2"x6"x24" ANCHOR BAR WELD TO PEDESTAL.
- I. 10 GA. SOLID BOTTOM WELD TO PEDESTAL.
- J. 2" x 1" STEEL CHANNEL FRAME AT TOP AND BOTTOM.
- K. 2"x2"x1/4" STEEL ANGLE. WELD TO PERFORATED STEEL LINER.



REVISIONS	CITY OF ALBUQUERQUE
	BUS SHELTER 'C' & 'D' TRASH RECEPTACLE
	DWG. 2535.10 JANUARY 2003

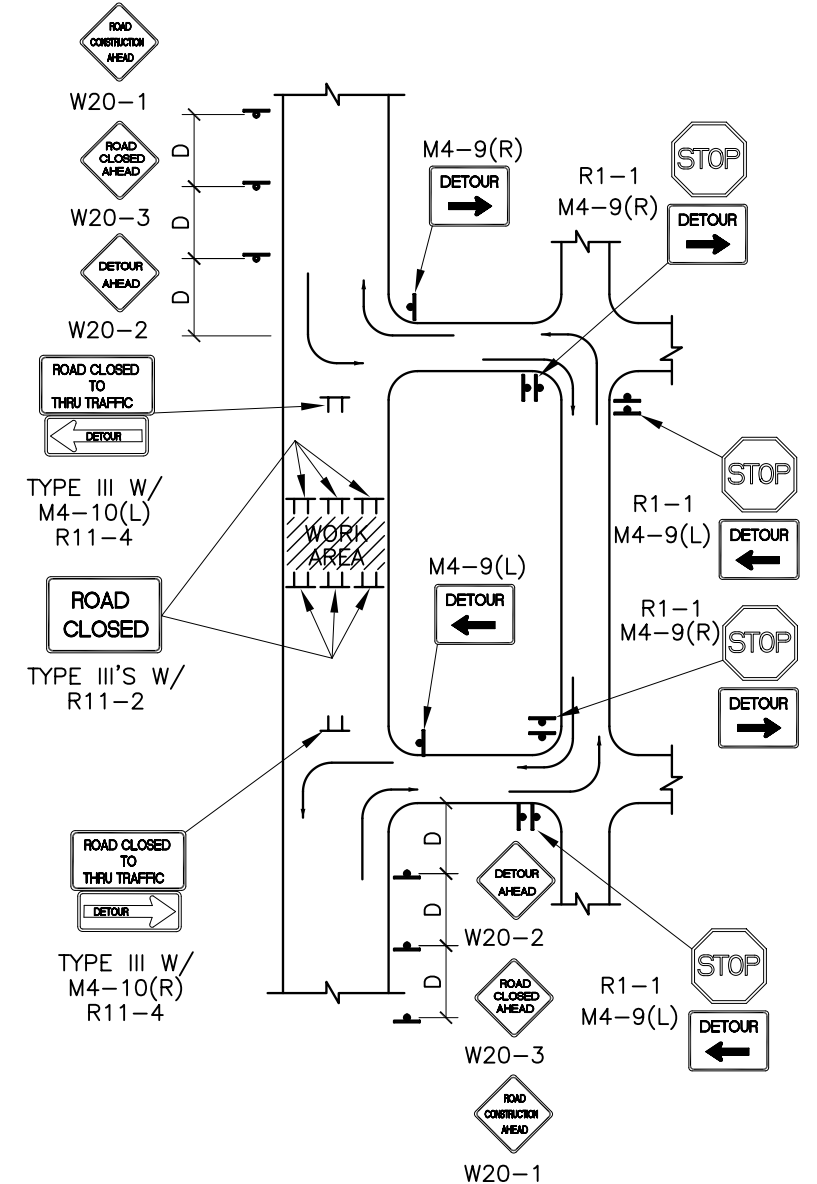


TYPICAL ONE DIRECTION DETOUR



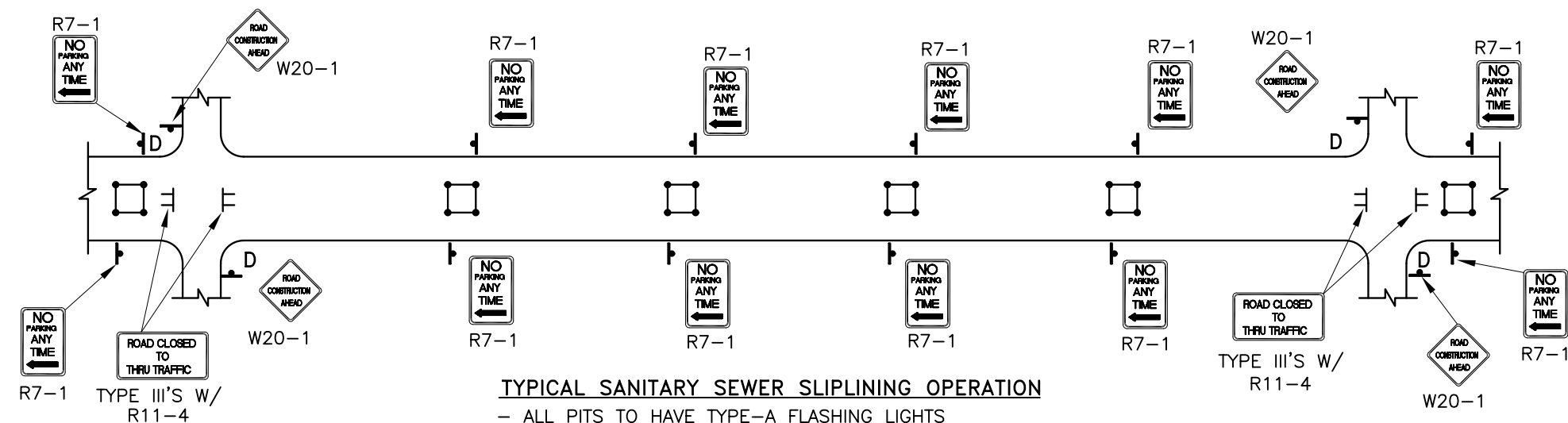
TYPICAL STREET CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.



TYPICAL STREET CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.



TYPICAL SANITARY SEWER SLIPLINING OPERATION

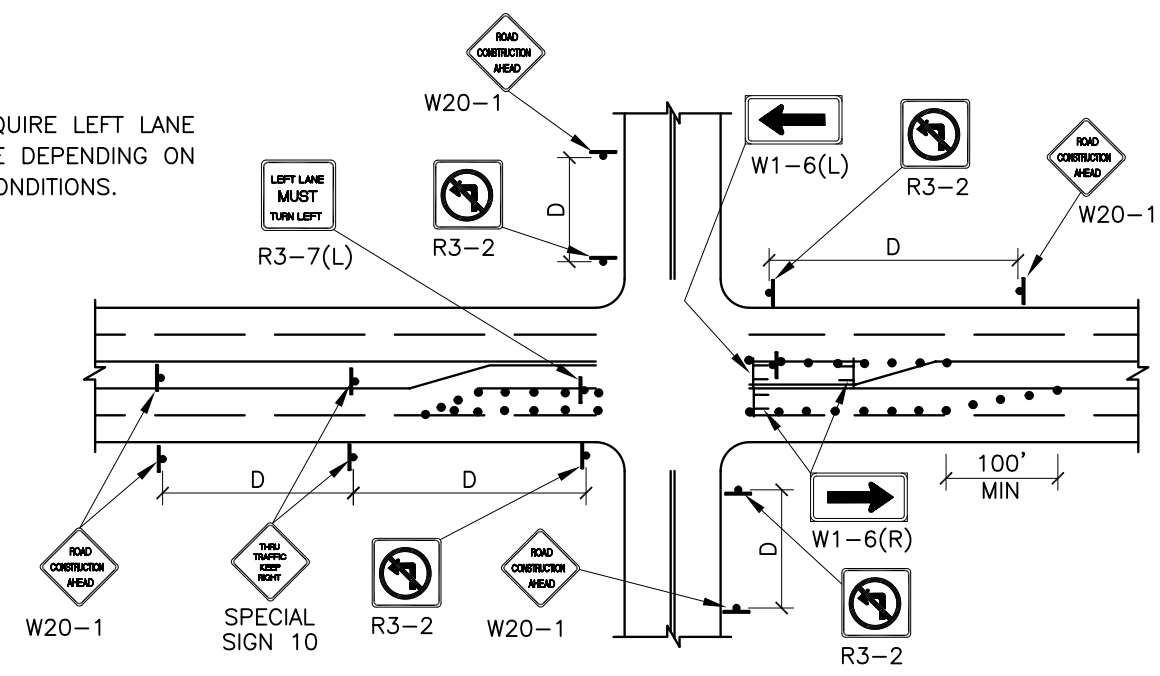
- ALL PITS TO HAVE TYPE-A FLASHING LIGHTS
- ALL PITS TO HAVE FLAGLINE

GENERAL NOTE:

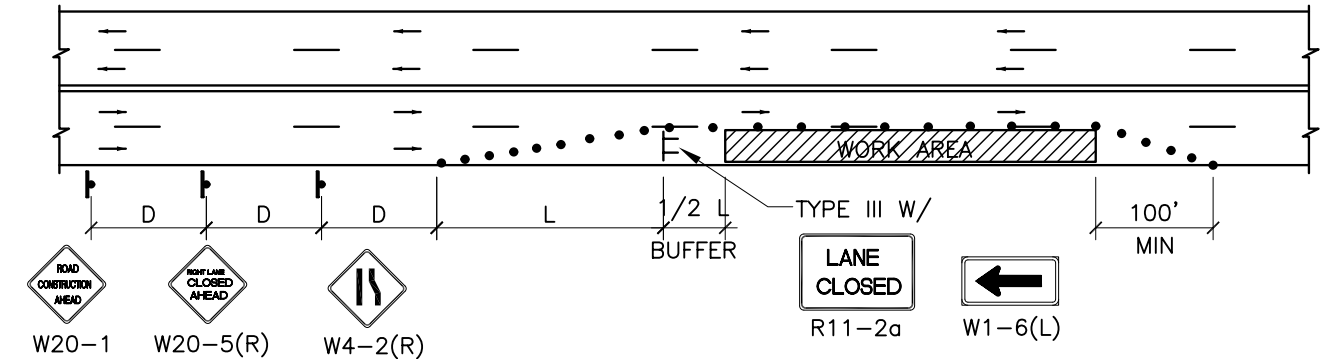
1. ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON A ORANGE BACKGROUND.
2. ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF 36" THIRTY SIX INCHES BY 36" THIRTY SIX INCHES IN SIZE AND SHALL HAVE ONE WARNING LIGHT.

REVISIONS	CITY OF ALBUQUERQUE
4/01	TRAFFIC CONTROL
	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD)
	DWG. 2541A JANUARY 2003

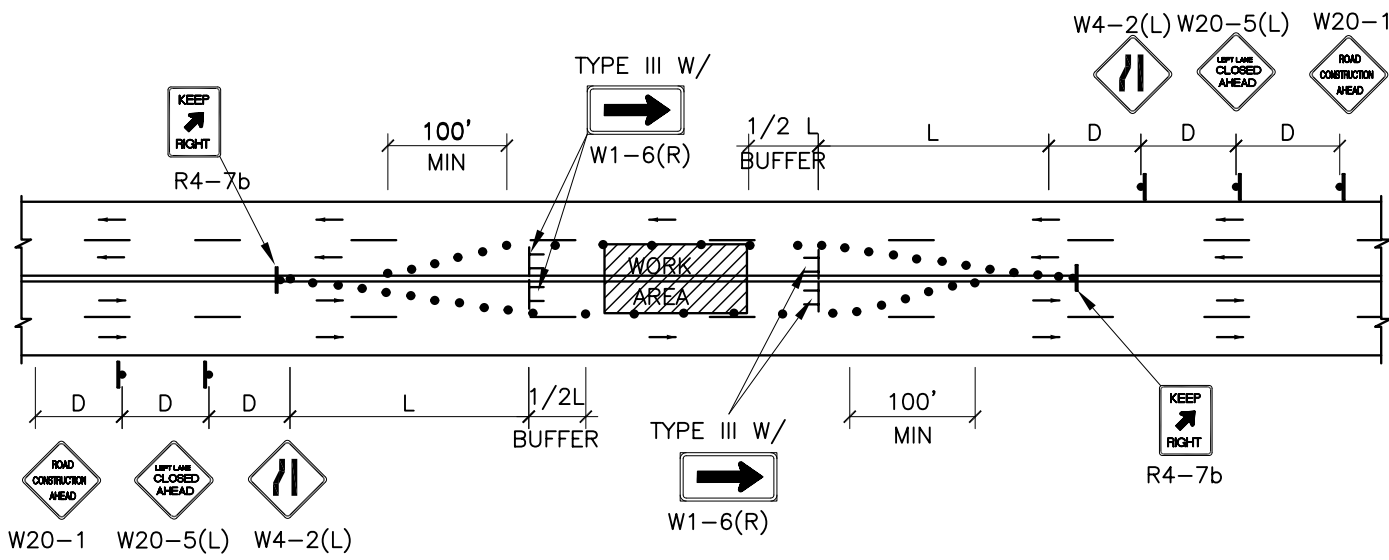
NOTE:
MAY REQUIRE LEFT LANE
CLOSURE DEPENDING ON
FIELD CONDITIONS.



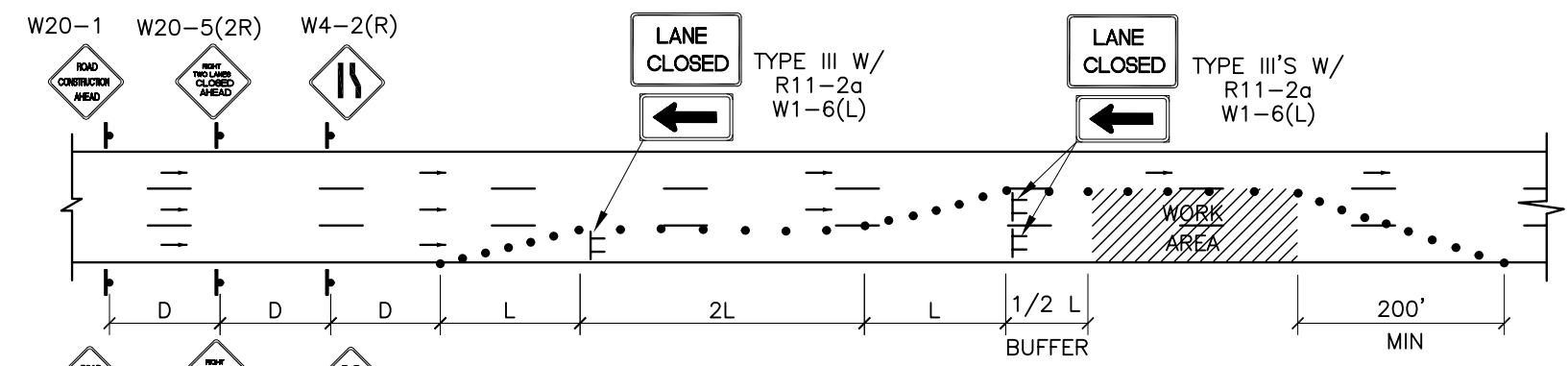
TYPICAL LANE CLOSURE AT INTERSECTION
NOTE: DEPENDING ON WORK ZONE LOCATION.



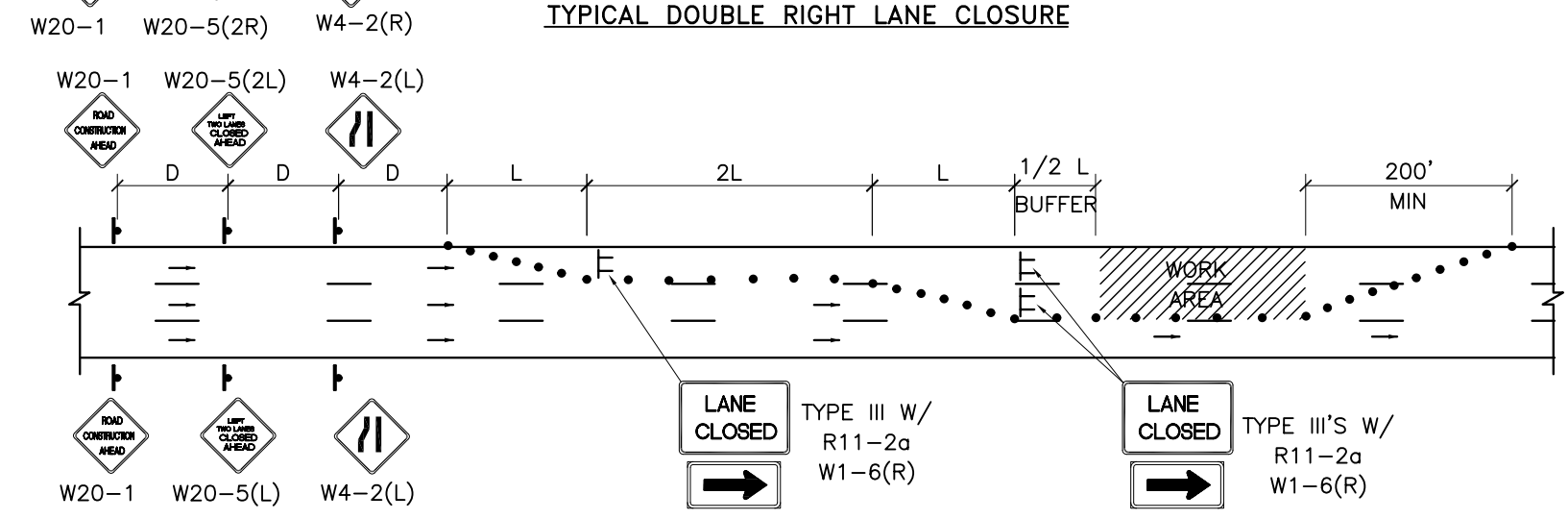
TYPICAL RIGHT LANE CLOSURE



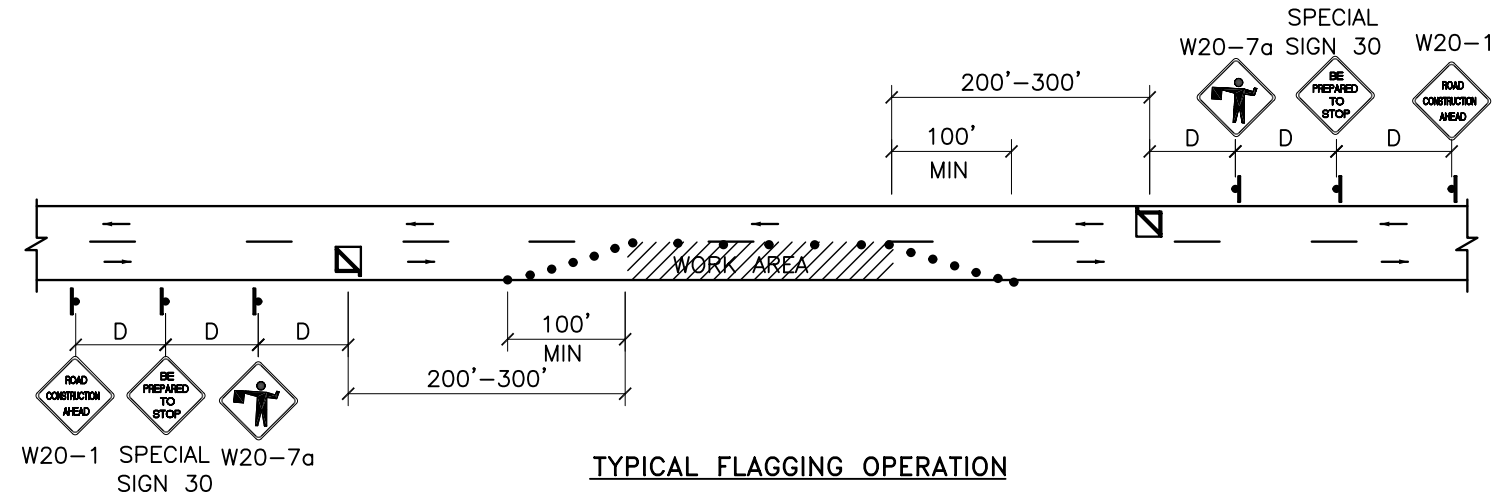
TYPICAL LEFT LANE CLOSURE



TYPICAL DOUBLE RIGHT LANE CLOSURE

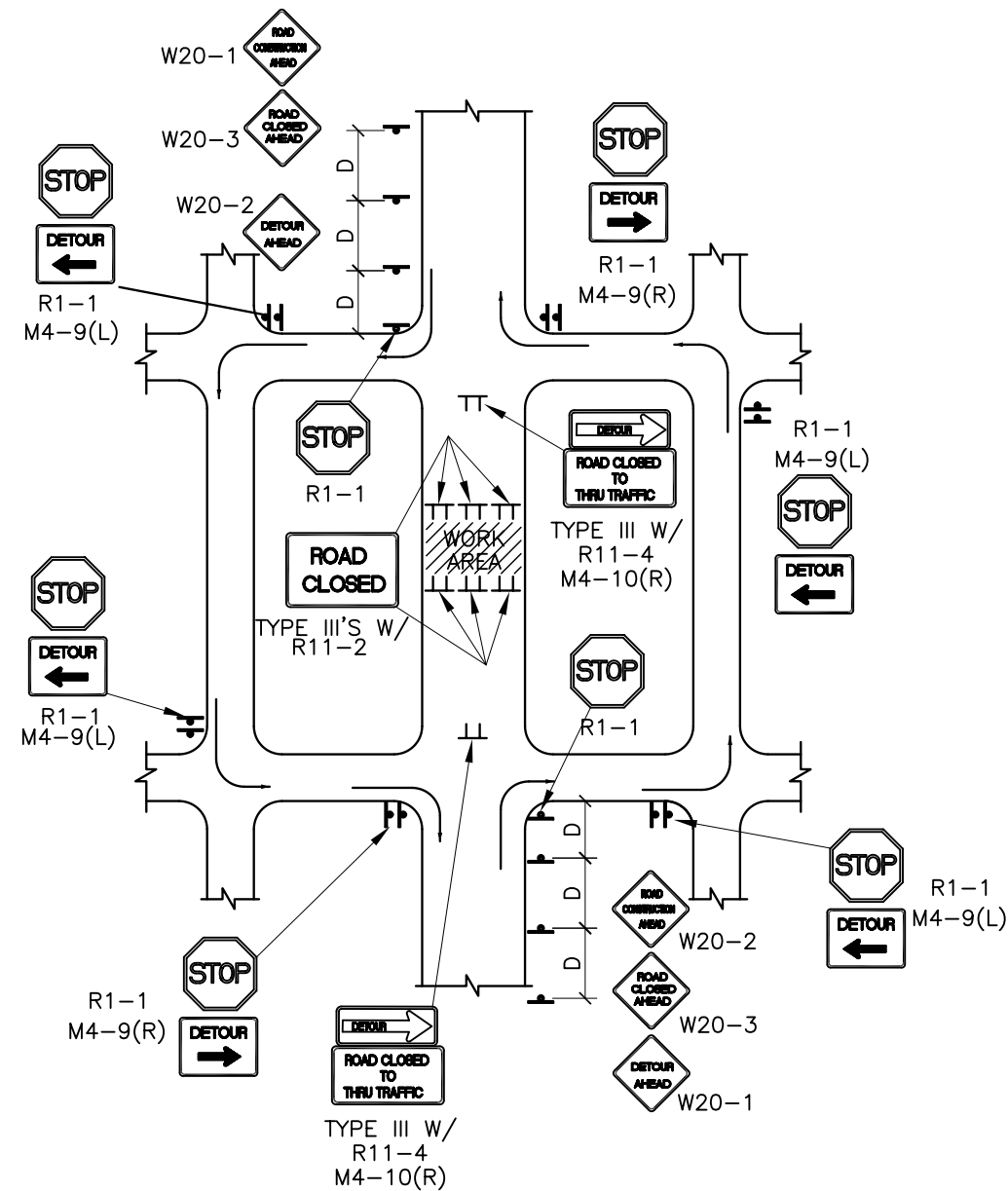


TYPICAL DOUBLE LEFT LANE CLOSURE

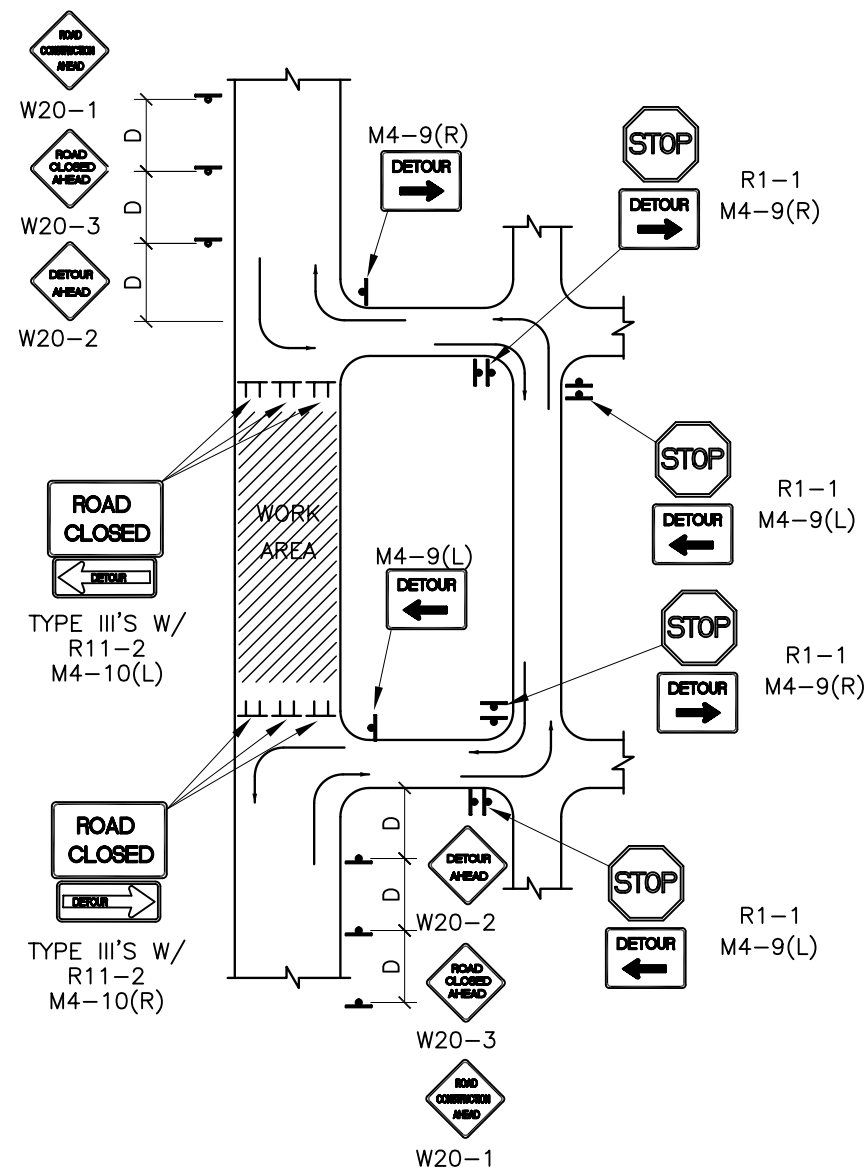


TYPICAL FLAGGING OPERATION

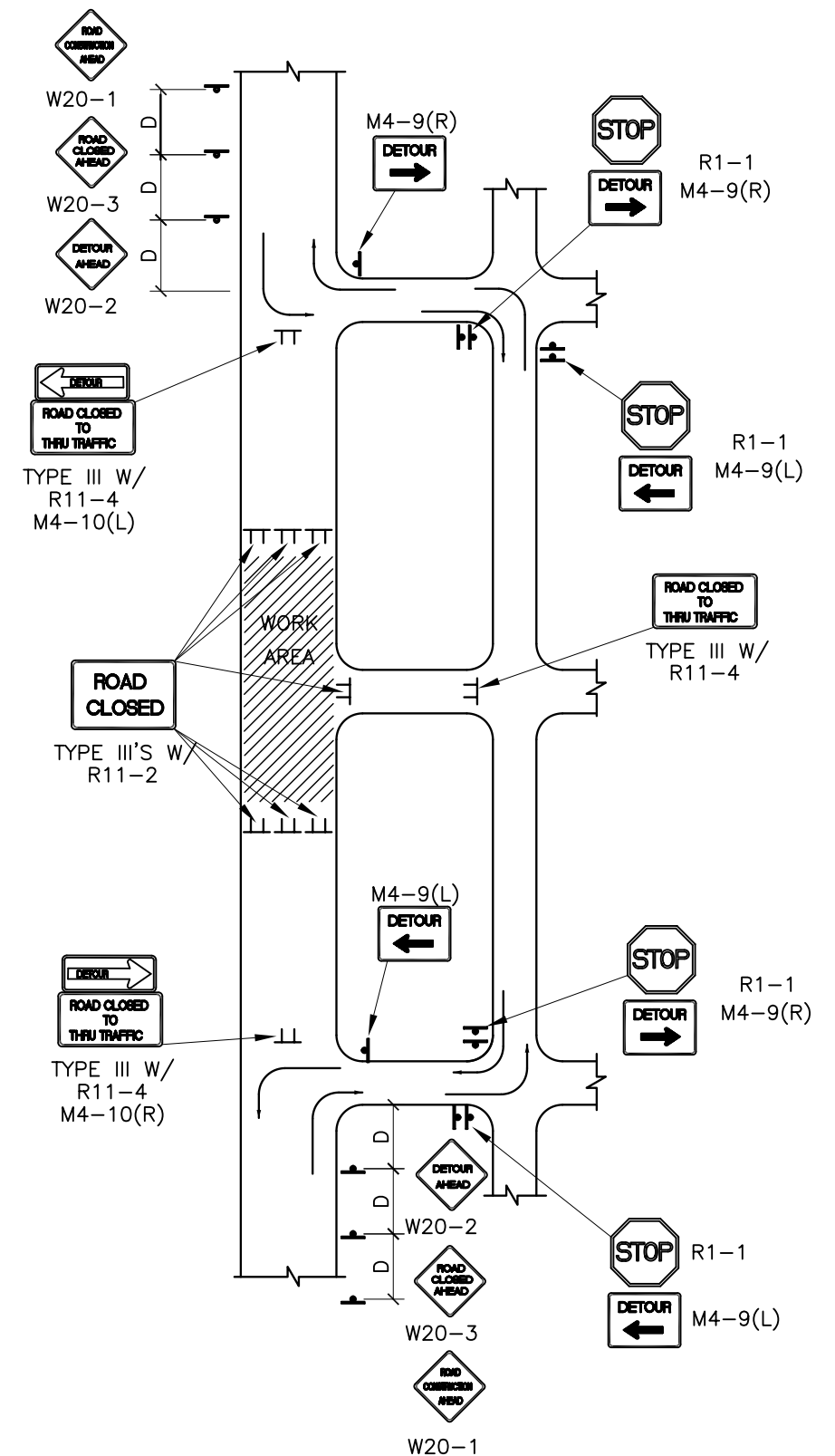
REVISIONS	CITY OF ALBUQUERQUE
4/01	TRAFFIC CONTROL
	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD) DWG. 2541B JANUARY 2003



TYPICAL MID-BLOCK CLOSURE
NOTE: (R1-1) BASED ON FIELD CONDITIONS.

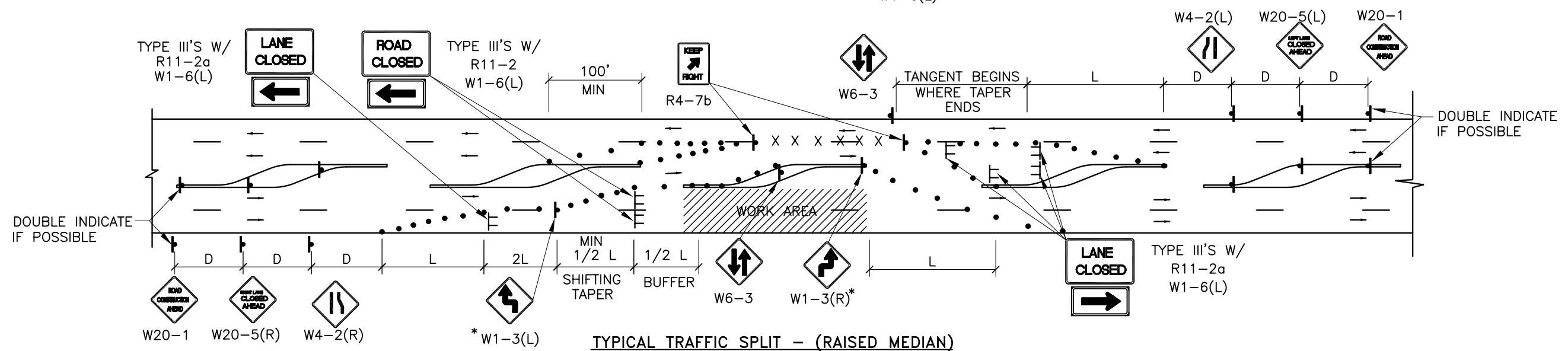
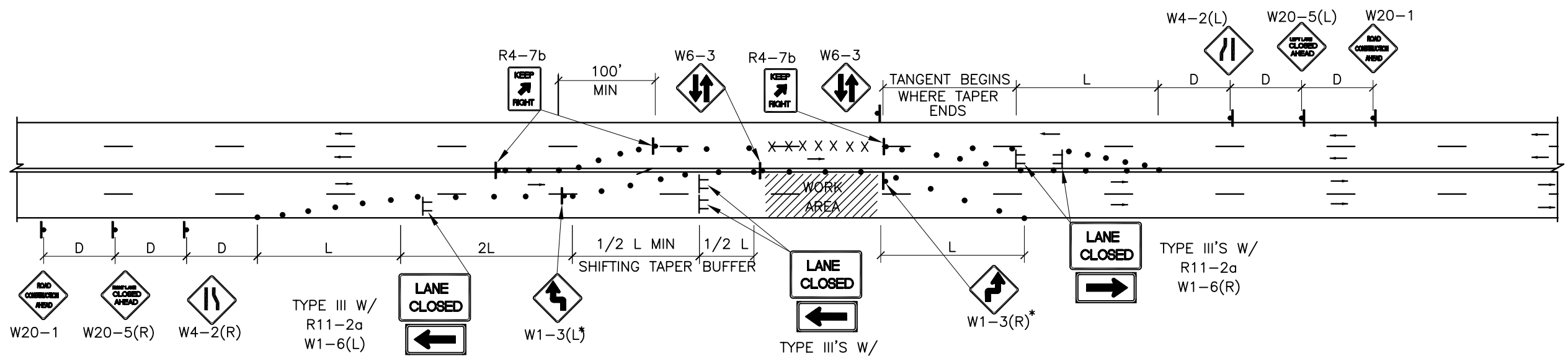


TYPICAL STREET CLOSURE
NOTE: (R1-1) BASED ON FIELD CONDITIONS.



TYPICAL STREET CLOSURE
NOTE: (R1-1) BASED ON FIELD CONDITIONS.

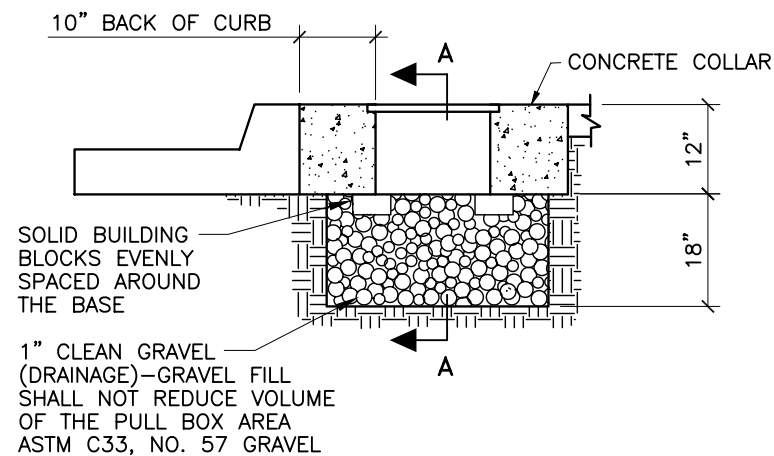
REVISIONS	CITY OF ALBUQUERQUE
1/91	TRAFFIC CONTROL
	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD) DWG. 2541C JANUARY 2003



TRAFFIC SPLIT NOTES:

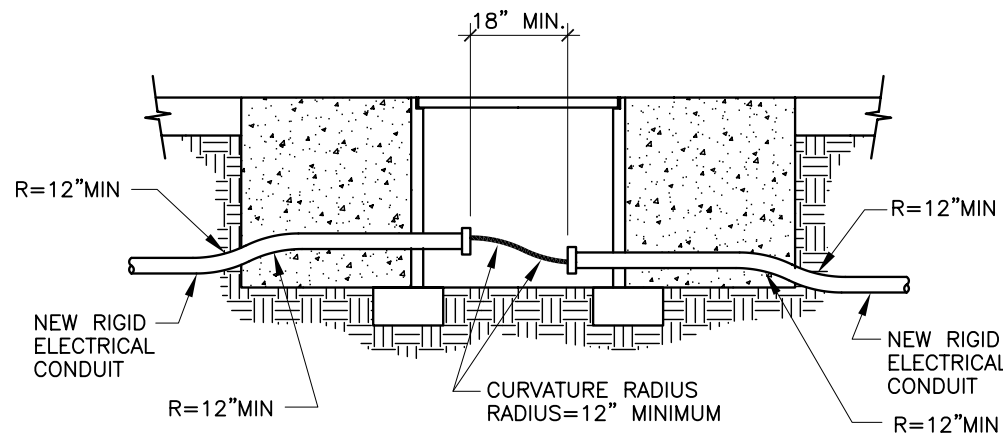
1. THE OFFSET DISTANCE MUST BE CALCULATED IN ALL SHIFTING TAPERS. THE OFFSET DISTANCES SHALL INCLUDE LANE WIDTHS PLUS MEDIAN WIDTHS.
2. $1/2 L$ IS THE MINIMUM DISTANCE FOR SHIFTING TAPERS.
3. REVERSE CURVES MAY BE IMPLEMENTED. ALL CURVE DATA SHALL BE CALCULATED.
4. MEDIAN REMOVAL SHALL BE REQUIRED IF $1/2 L$ OR REVERSE CURVE IS NOT SUFFICIENT.
5. MEDIAN REMOVAL SHALL TAKE PLACE BEFORE SPLITS. REDUCED SPEED MAY BE CONSIDERED.
- 6.* USE W1-3 FOR 30 MPH OR LESS, W1-4 FOR SPEED 35 MPH OR GREATER.

REVISIONS	CITY OF ALBUQUERQUE
4/01	TRAFFIC CONTROL
	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD)
	DWG. 2541D JANUARY 2003

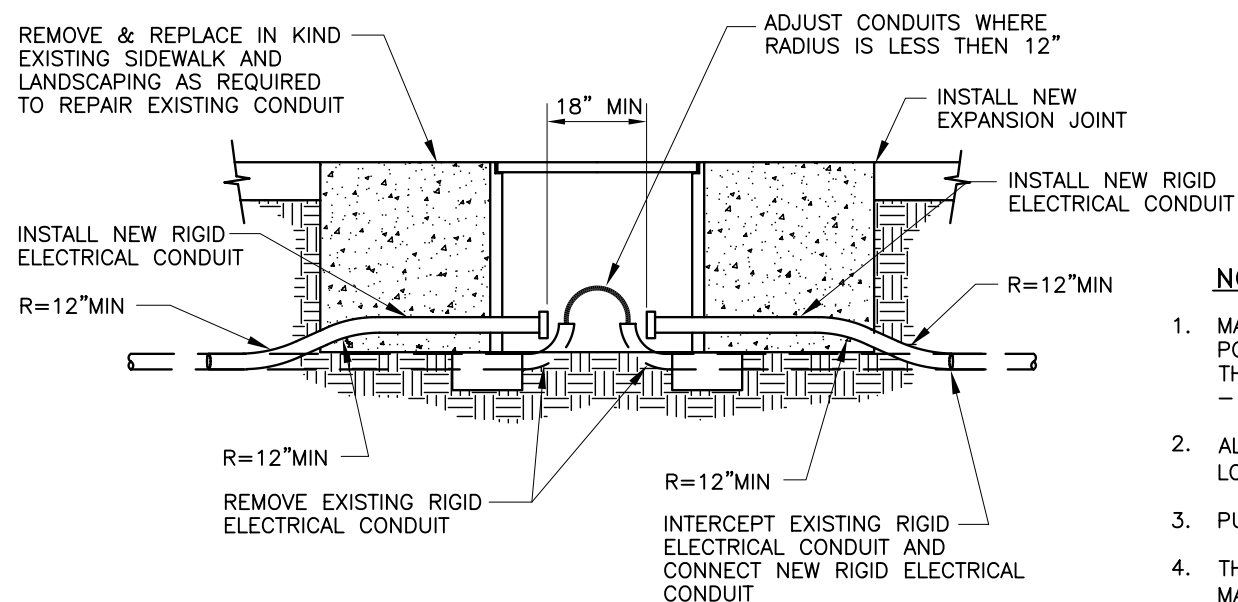


TYPICAL PULL BOX INSTALLATION

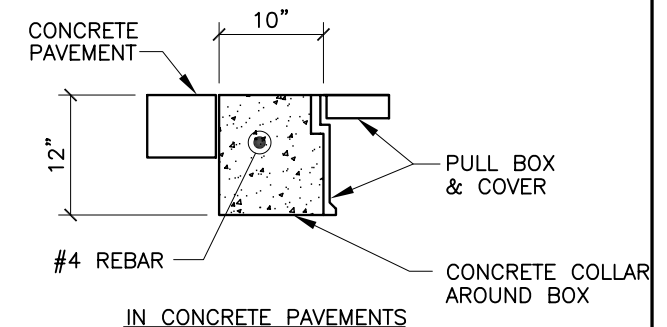
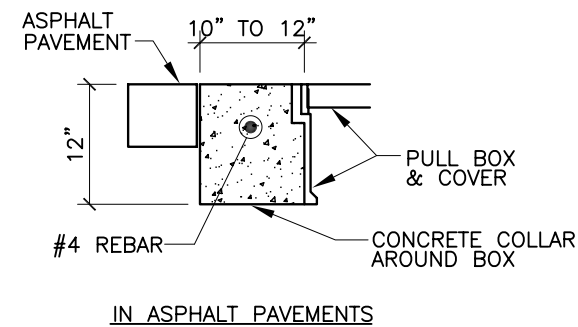
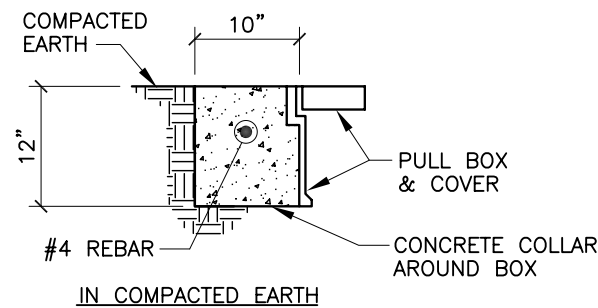
NOTE: SEE CONCRETE COLLAR DETAILS, THIS SHEET



TRAFFIC SIGNAL PULL BOX (TYPICAL) NEW CONDUIT INSTALLATION

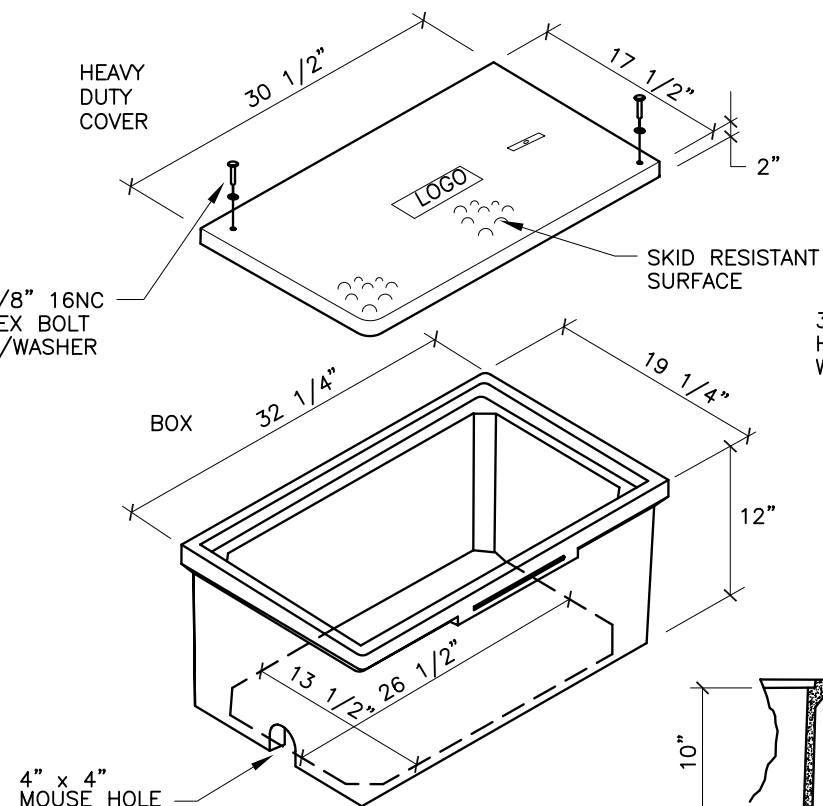


TRAFFIC SIGNAL PULL BOX (TYPICAL)

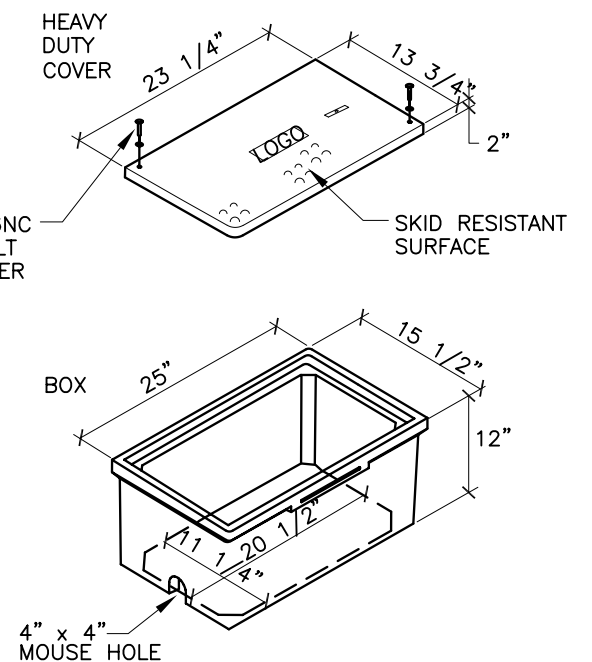


CONCRETE COLLAR DETAILS

- NOTES: 1. THE CONCRETE IN THE COLLAR SHALL BE PER SEC. 101, EXTERIOR CONCRETE, $f'_c=3500$ PSI AT 28 DAYS.
2. THE CONCRETE COLLAR SHALL BE CONSIDERED INCIDENTAL TO THE PULL BOX BID ITEMS.



LARGE PULL BOX



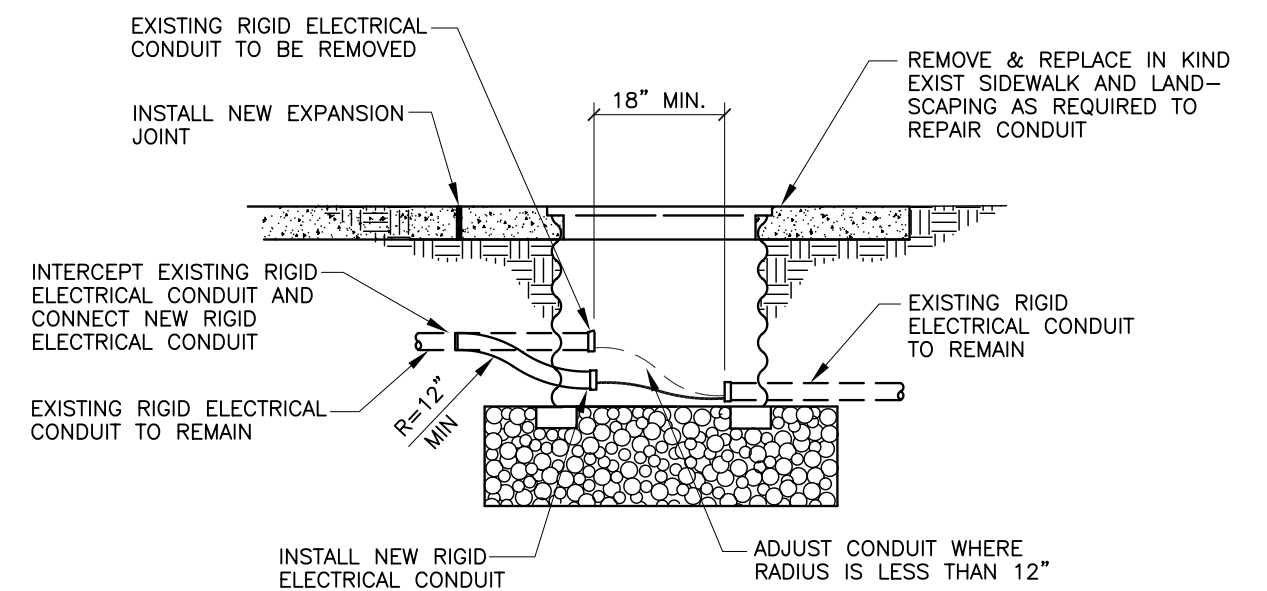
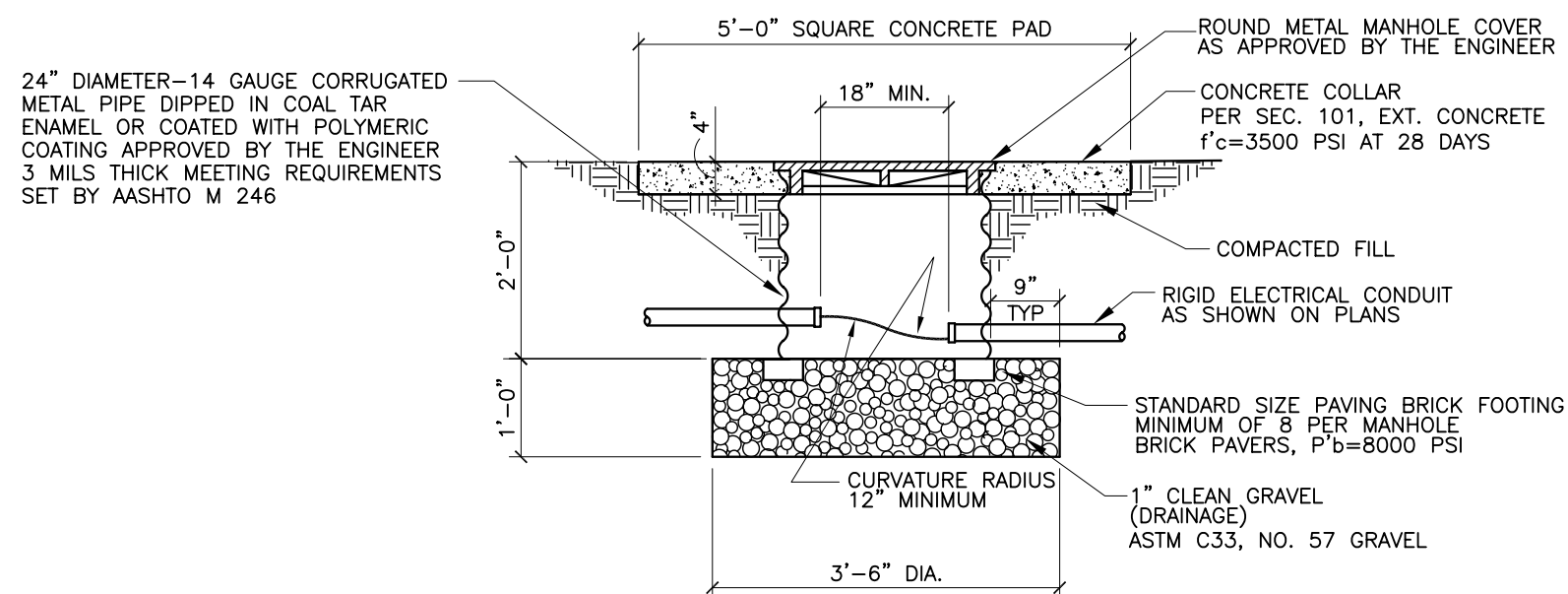
STANDARD PULL BOX

PULL BOX DETAILS

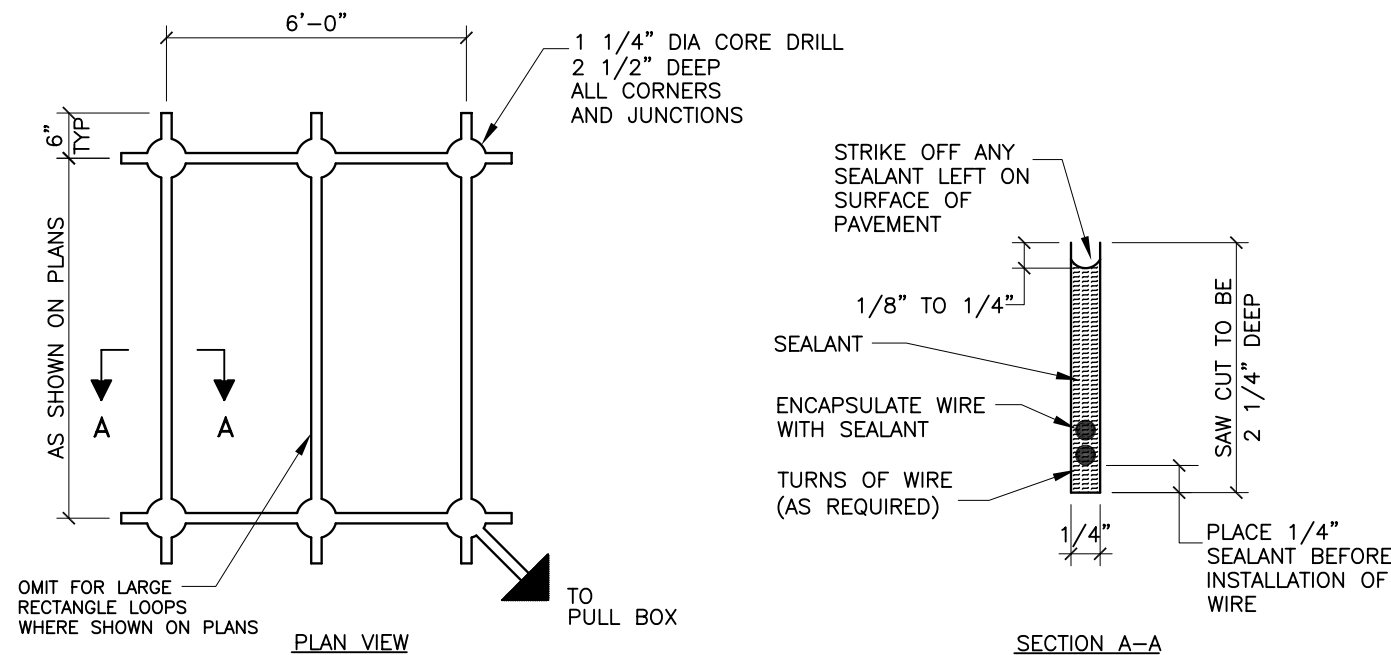
NOTES FOR HEAVY DUTY REINFORCED POLYMER MORTAR PULL BOX AND COVERS

1. MATERIAL TO BE AN AGGREGATE CONSISTING OF SAND AND GRAVEL BOUND TOGETHER WITH A POLYMER AND REINFORCED WITH CONTINUOUS WOVEN GLASS STRANDS. THE MATERIAL MUST HAVE THE FOLLOWING MECHANICAL PROPERTIES: COMPRESSIVE STRENGTH - 11,000 PSI, TENSILE STRENGTH - 1,700 PSI, FLEXURAL STRENGTH - 7,500 PSI.
2. ALL PULL BOX COVERS SHALL BE HEAVY DUTY REINFORCED POLYMER MORTAR, HAVING A SERVICE LOAD OF 22,568 LBS OVER 10" SQUARE (225 PSI).
3. PULL BOX TYPE AND LOGO SHALL BE APPROVED BY THE PROJECT MANAGER.
4. THE DIMENSIONS OF THE PULL BOXES SHOWN ARE NOMINAL DIMENSIONS AND MAY VARY AS TO THE MANUFACTURER'S RECOMMENDATIONS. ALL DIMENSIONS SHALL BE VERIFIED BY THE PROJECT MANAGER.
5. ELECTRICAL PULL BOX (STANDARD) SHALL BE A HEAVY DUTY REINFORCED POLYMER MORTAR PULL BOX AND COVER MEASURING 13 3/4" x 23 1/4" x 2".

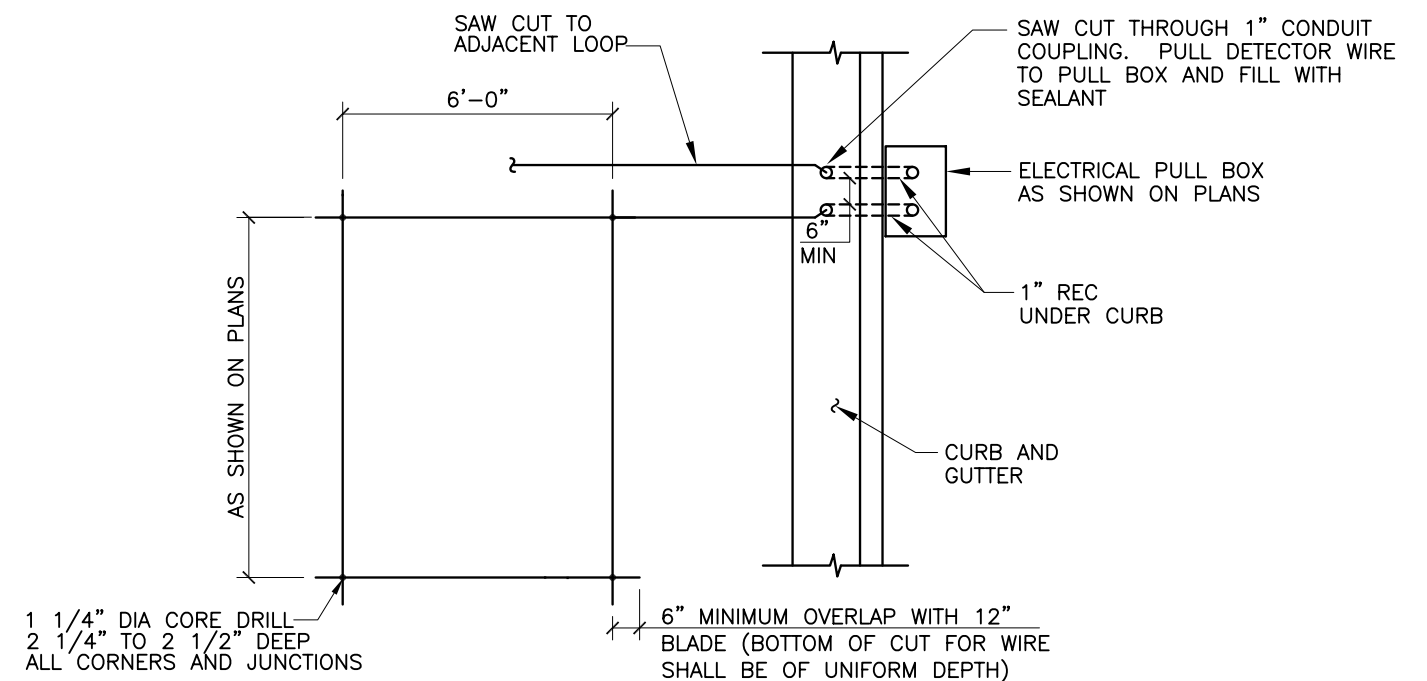
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL PULL BOX DETAILS
	DWG. 2550 JANUARY 2003



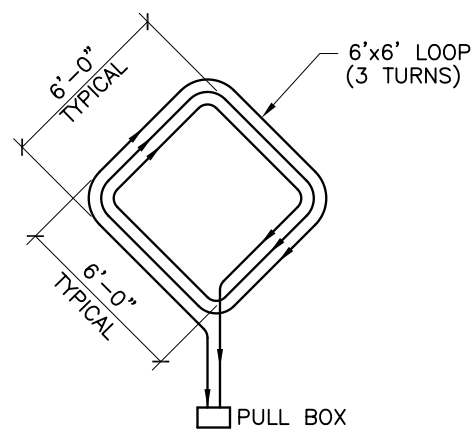
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL MANHOLE DETAILS DWG. 2551 JANUARY 2003



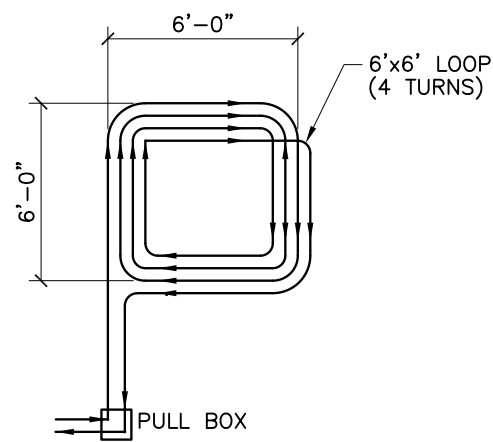
TYPICAL ROADWAY LOOP SAW CUT DETAIL



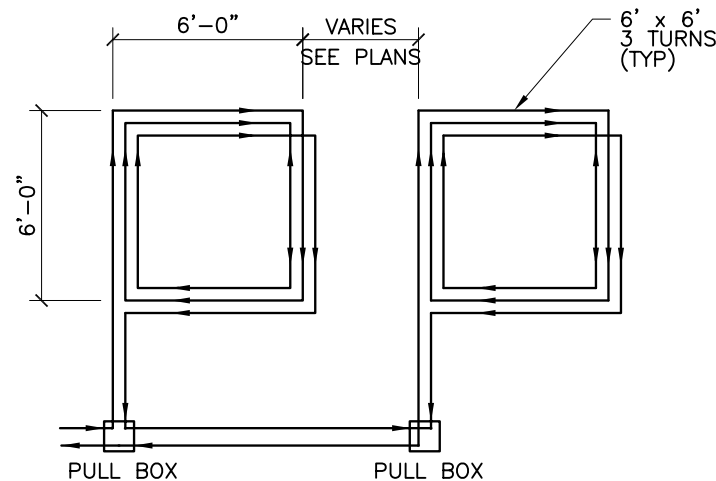
PLAN VIEW



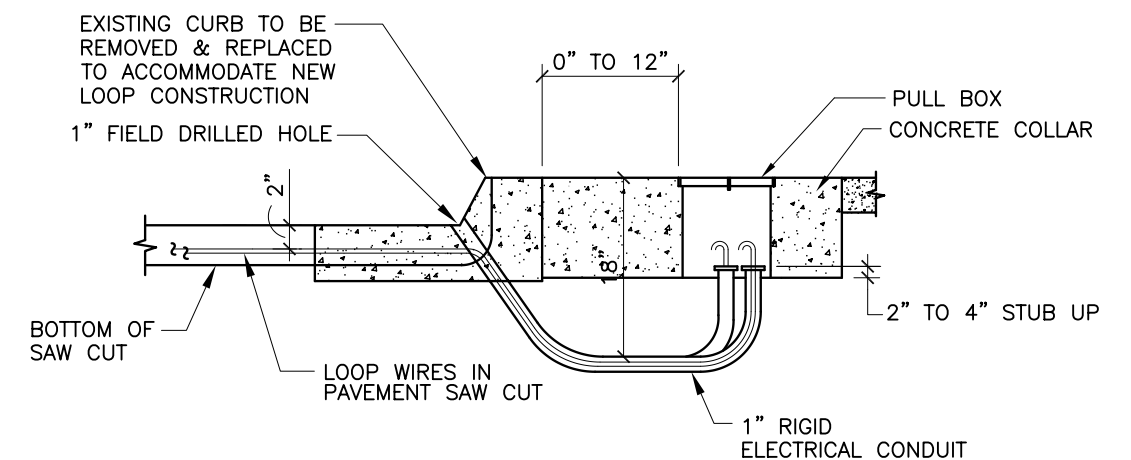
EXTEND CALL LOOP WIRING DETAIL



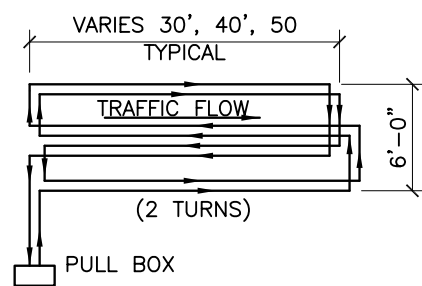
SYSTEM LOOP WIRING DETAIL



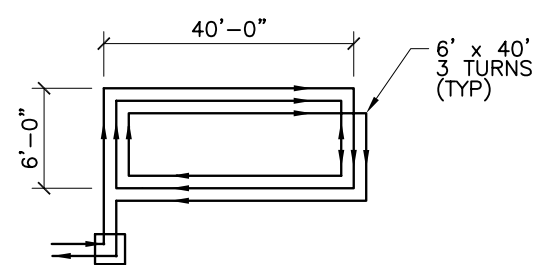
SERIES LOOP WIRING DETAIL



LOOP WIRE TERMINATION DETAILS



QUADRUPOLE LOOP WIRING DETAIL



LARGE RECTANGULAR LOOP WIRING DETAIL

TYPICAL LOOP WIRE PLACEMENT DETAILS

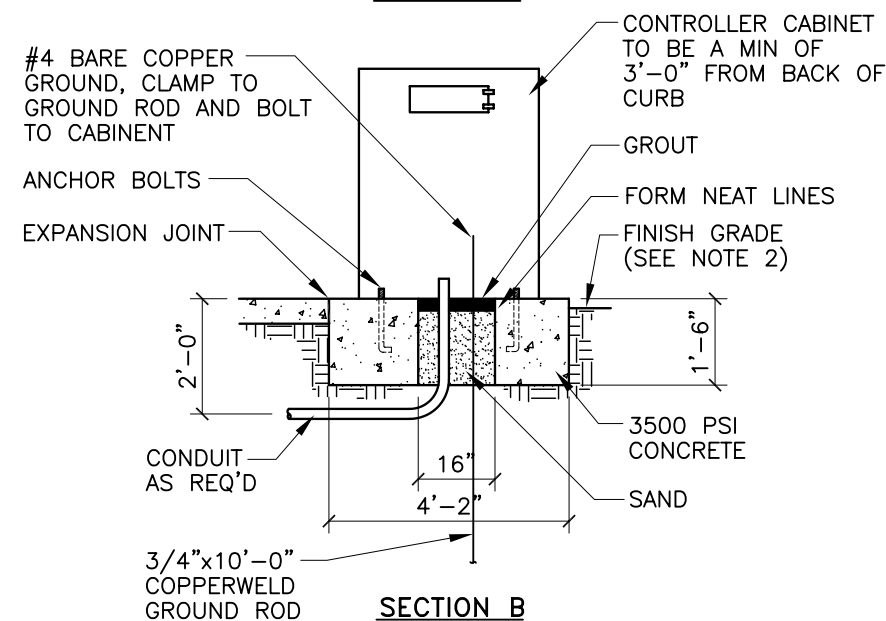
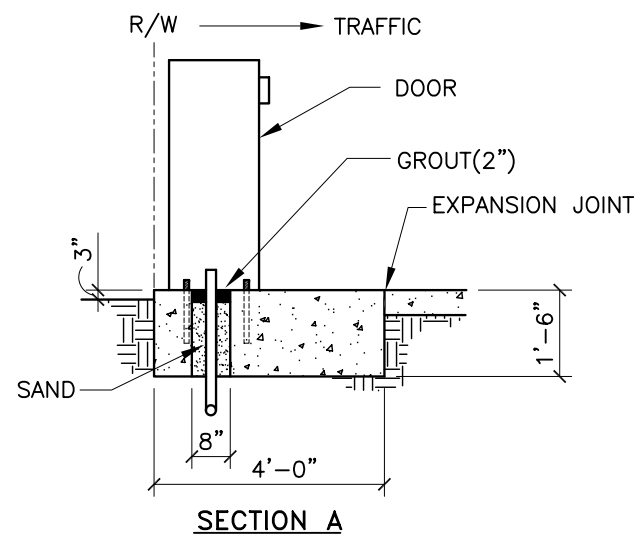
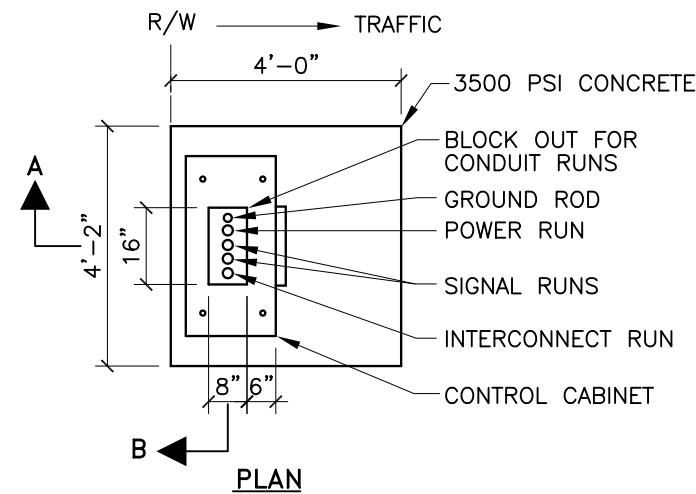
LOOP DETECTOR NOTES

1. ALL LOOP DETECTOR WIRE SHALL BE #14 AWG STRANDED COPPER WIRE WITH CROSS-LINKED POLYETHYLENE INSULATION (INDUSTRY TYPE XHHW) CONFORMING TO THE REQUIREMENTS OF IMSA SPECIFICATIONS #51-3 1984. BACKER ROD SHALL NOT BE USED IN THE INSTALLATION OF LOOP (EXCEPT PIECES LESS THAN 12" WHICH MAY BE PLACED OVER THE WIRE AT THE SAW CUT CORNERS TO HOLD THE WIRE. A 1/4" LAYER OF SEALANT SHALL BE PLACED IN THE SAW CUT BEFORE PLACEMENT OF THE WIRE AND THEN THE WIRE SHALL BE ENCAPSULATED WITH SEALANT. HOT-MELT RUBBERIZED ASPHALT LOOP DETECTOR SEALANT MANUFACTURED BY CRAFTCO SHALL BE AN ACCEPTABLE SEALANT ALTERNATE.
2. ALL LOOP LEAD IN CABLES SHALL BE TAGGED AT CABINET TO IDENTIFY. EACH CABLE BY LOOP AND PHASE NUMBER.
3. GROUND LOOP LEAD IN CABLE SHIELDING IN CONTROL CABINET.
4. SEPARATE 1" RIGID ELECTRICAL CONDUITS ARE REQUIRED FOR EACH PAIR OF DETECTOR WIRES.

NOTES

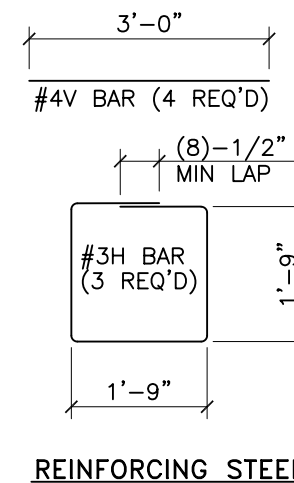
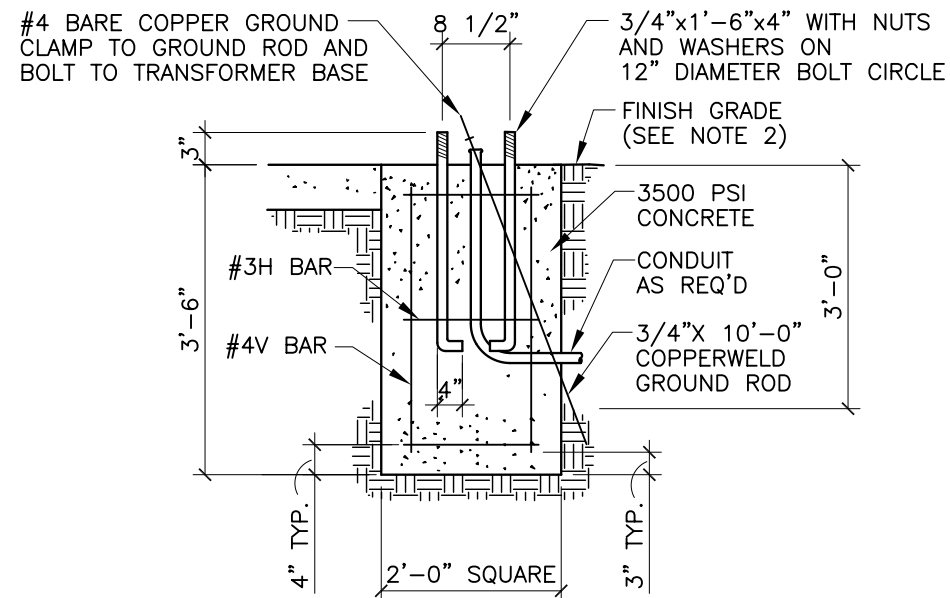
1. WIRES MUST BE WOUND IN THE DIRECTION SHOWN.
2. QUADRUPOLE LOOPS SHALL HAVE 2 TURNS.
3. EXTEND CALL LOOPS SHALL HAVE 3 TURNS.
4. SYSTEM DETECTOR LOOPS SHALL HAVE 4 TURNS.
5. LARGE RECTANGLE LOOPS SHALL HAVE 3 TURNS.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL LOOP DETECTOR DETAILS
	DWG. 2552 JANUARY 2003

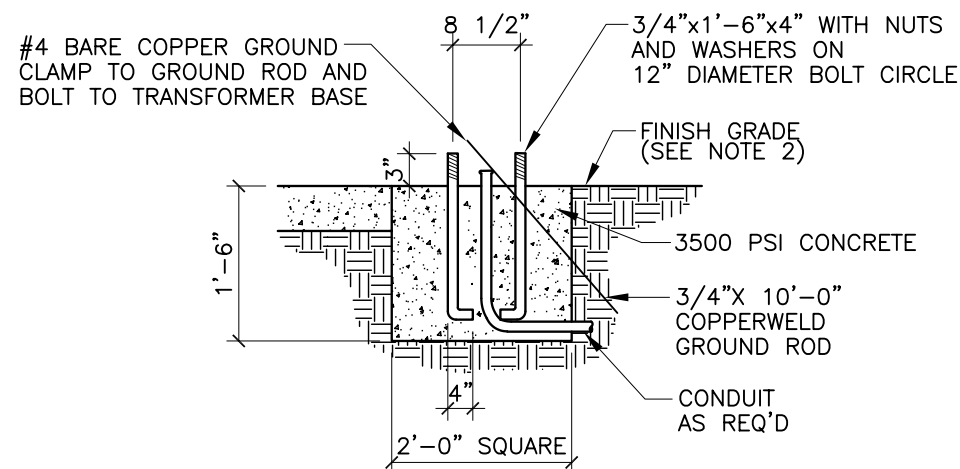


CONTROLLER FOUNDATION DETAIL

IN THE EVENT THE SUPPLIED CABINET WOULD OVERLAP THE SIDES OF ABOVE FOUNDATION, THE FOUNDATION SHALL BE INCREASED IN SIZE AS DIRECTED BY THE ENGINEER.



PEDESTAL FOUNDATION DETAIL



SPLICE CABINET FOUNDATION DETAIL

TRAFFIC SIGNAL FOUNDATION NOTES

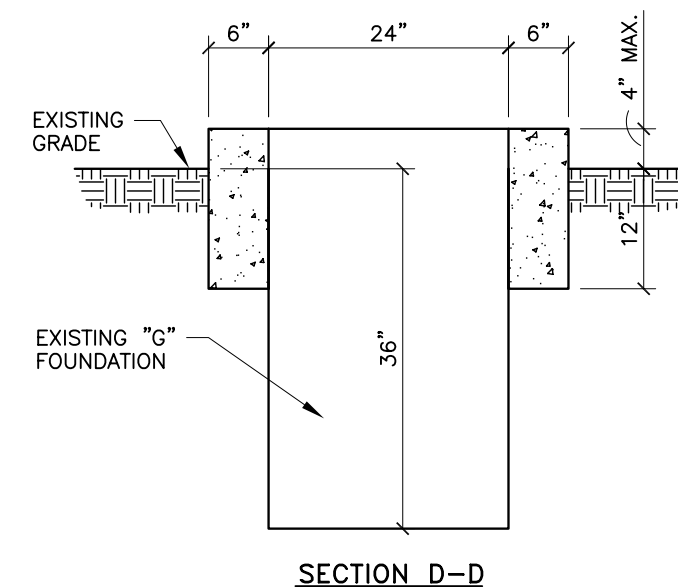
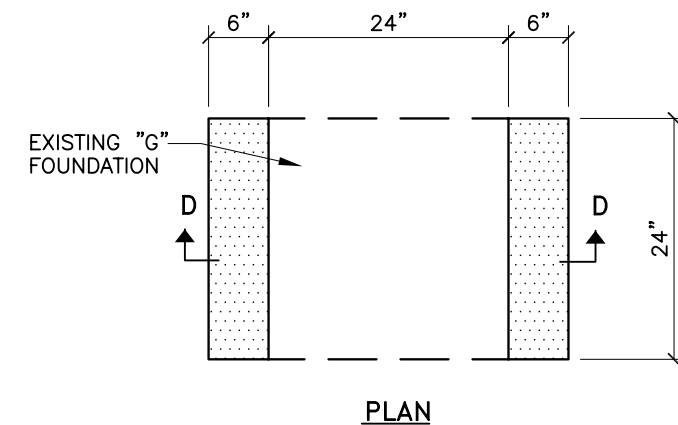
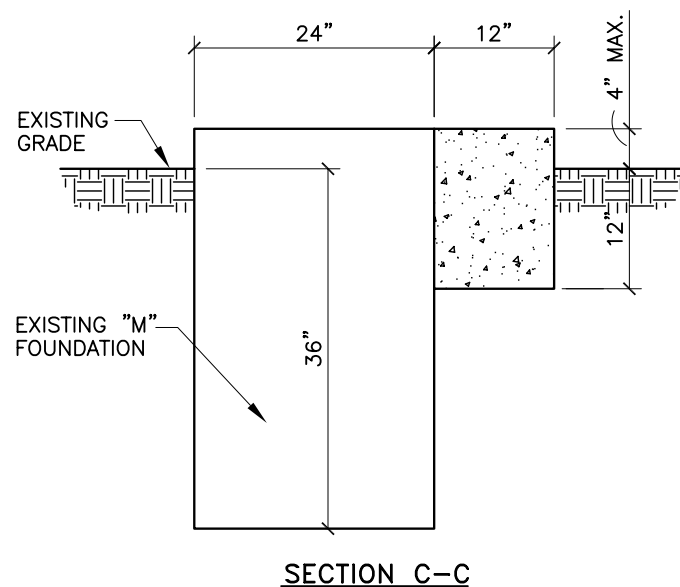
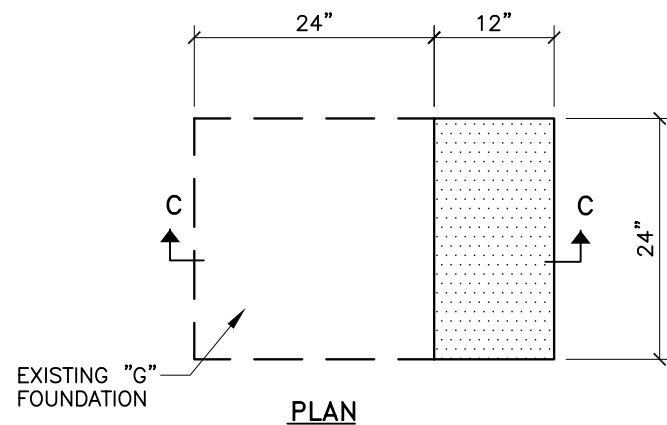
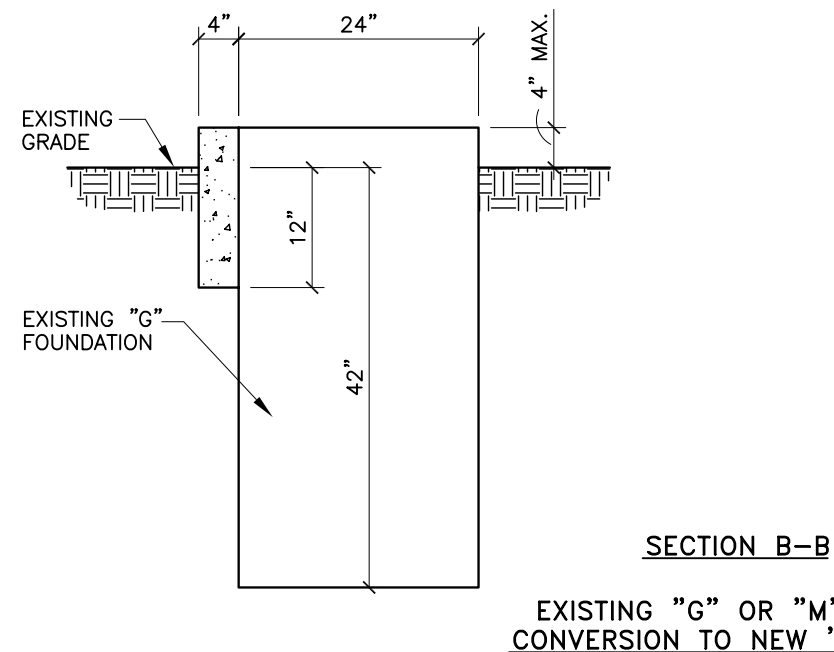
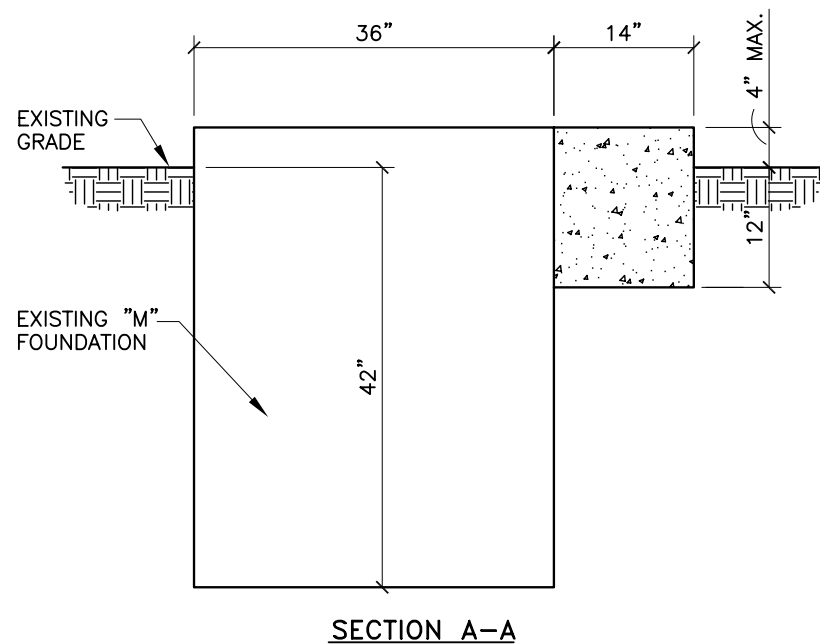
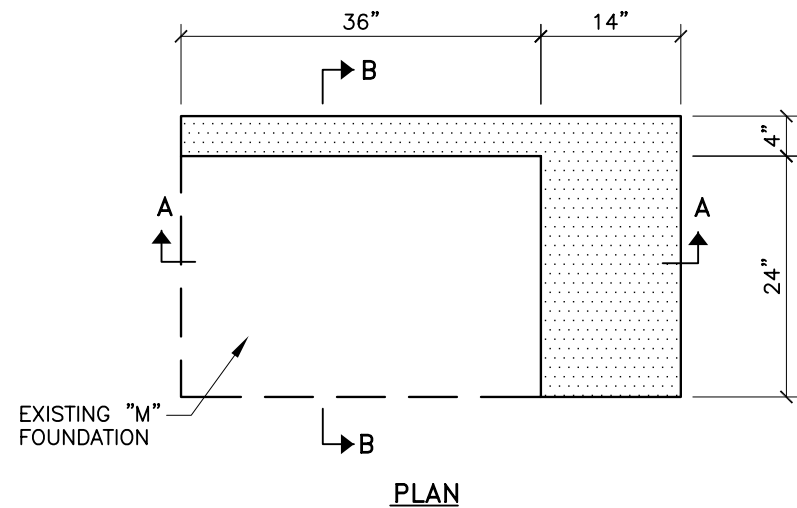
1. ALL FOUNDATIONS SHALL INCLUDE COPPERWELD GROUND RODS. ALL GROUND RODS SHALL BE 3/4"x10'-0" AND WILL BE CONSIDERED INCIDENTAL TO THE FOUNDATION BID ITEMS.
2. FINISHED GRADE FOR ALL FOUNDATIONS TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER. FOUNDATIONS MAY BE SLOPED TO MATCH SIDEWALKS. SLOPES SHALL CONFORM TO THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
3. TOP 6" OF FOUNDATIONS MUST BE FORMED.
4. CONCRETE PER SEC. 101, EXTERIOR CONCRETE $f'c=3500$ PSI AT 28 DAYS.

ESTIMATED QUANTITIES

FOUNDATION TYPE	3500 PSI CONCRETE CU YD	REINFORCING BARS POUNDS
PEDESTAL FOUNDATION	0.52	17
CONTROLLER FOUNDATION (TYPE M & P)	0.88	--
SPLICE CABINET FOUNDATION	0.13	--

(FOR CONTRACTORS INFORMATION ONLY)

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL CONTROLLER CABINET & PEDESTAL FOUNDATION DETAILS DWG. 2555 JANUARY 2003

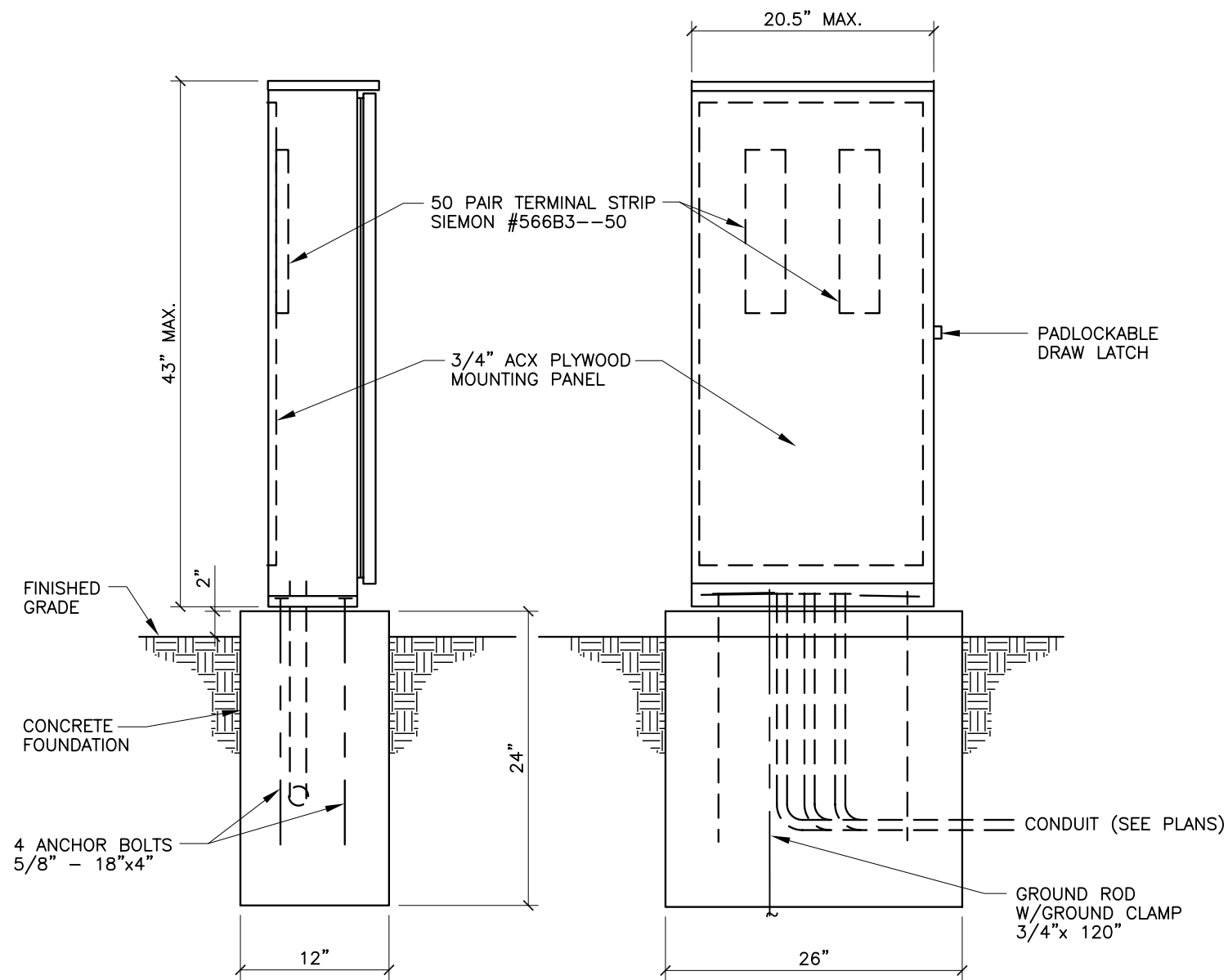


ESTIMATED QUANTITIES FOR NEW FOUNDATION MODIFICATIONS		
CABINET	SIZE	511000 STRUCTURAL CONCRETE CLASS A
CONVERTING G CABINET TO "M" CABINET	24"x24"x36"(EXISTING) 12"x24"x12" (NEW)	0.075 CY
CONVERTING "G"OR"M" CABINET TO "P" CABINET	24"x24"x36"(EXISTING) 14"x28"x12" (NEW) 4"x36"x12" (NEW)	0.138 CY
NEW "M" CABINET	12"x36"x42" (NEW)	0.78 CY
NEW "P" CABINET	28"x50"x42" (NEW)	1.26 CY

NOTES:

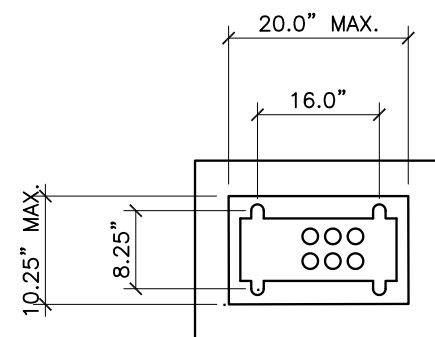
1. CONCRETE PER SEC. 101,
EXTERIOR CONCRETE
f'c=3500 PSI AT 28 DAYS.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL CABINET FOUNDATION CONVERSION DWG. 2556 JANUARY 2003



LEFT SIDE

FRONT VIEW



BASE PLAN

CONSTRUCTION MATERIALS AND FINISH

<input type="checkbox"/>	12 GA HD GALVANIZED SHEET STEEL
<input type="checkbox"/>	POWDER COATED
<input type="checkbox"/>	14 GA #304D STAINLESS STEEL SHEET
<input type="checkbox"/>	POWDER COATED COLOR:
<input type="checkbox"/>	NATURAL
<input type="checkbox"/>	0.125" ALUMINUM SHEET
<input type="checkbox"/>	POWDER COATED COLOR:
<input type="checkbox"/>	ANODIZED

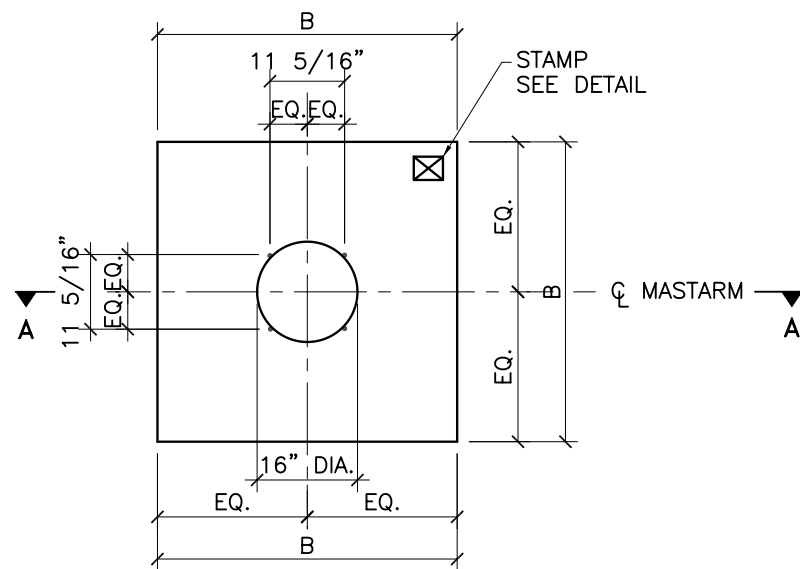
POWDER COAT COLORS

<input type="checkbox"/> WHITE	<input type="checkbox"/> RANCH GREEN
<input type="checkbox"/> MINT GREEN	<input type="checkbox"/> OTHER
<input type="checkbox"/> CAMEL	

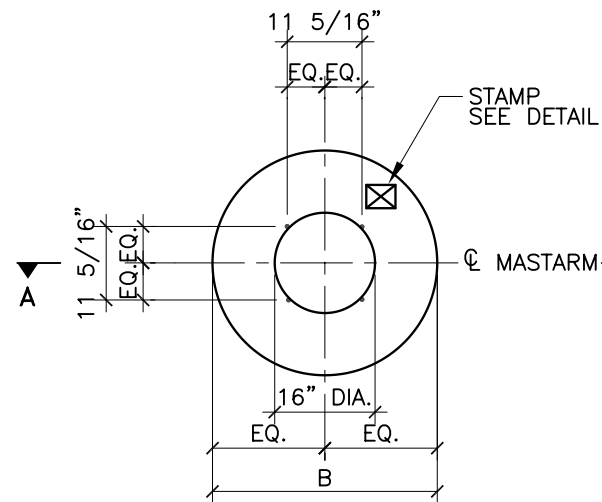
SPLICE CABINET CONSTRUCTION NOTES

- SPLICE CABINET SHALL BE UL LISTED "INDUSTRIAL CONTROL PANEL" PER UL 508.
- CONSTRUCTION SHALL BE NEMA 3R AND 12, RAIN TIGHT AND DUST TIGHT. ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
- ALL NUTS, BOLTS, SCREWS AND HINGES SHALL BE STAINLESS STEEL. ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
- NUTS, BOLTS, AND SCREWS SHALL NOT BE VISIBLE FROM OUTSIDE OF SPLICE CABINET.
- PHENOLIC NAME PLATES SHALL BE PROVIDED AS REQUIRED.
- ALL POWDER COATED CABINETS SHALL HAVE A CORROSION RESISTANT COATING WHICH INCLUDES A FIVE STEP DIP TANK METAL PREPARATION PROCESS:
 - ALKALINE CLEANER 160° F.
 - CLEAR WATER RINSE.
 - IRON PHOSPHATE APPLICATION 150°.
 - CLEAR WATER RINSE.
 - INHIBITIVE RINSE TO SEAL PHOSPHATED SURFACES 120°.
 FINISHED WITH AN ELECTROSTATICALLY APPLIED DRY POLYESTER POWDER COATING THEN BAKED @ 380° TO CURE.
- FOUNDATIONS, INCLUDING EXCAVATION, CONCRETE AND ANCHOR BOLTS, COMPLETE IN PLACE AND BACK FILLED, SHALL BE CONSIDERED INCIDENTAL TO THE SPLICE CABINET.

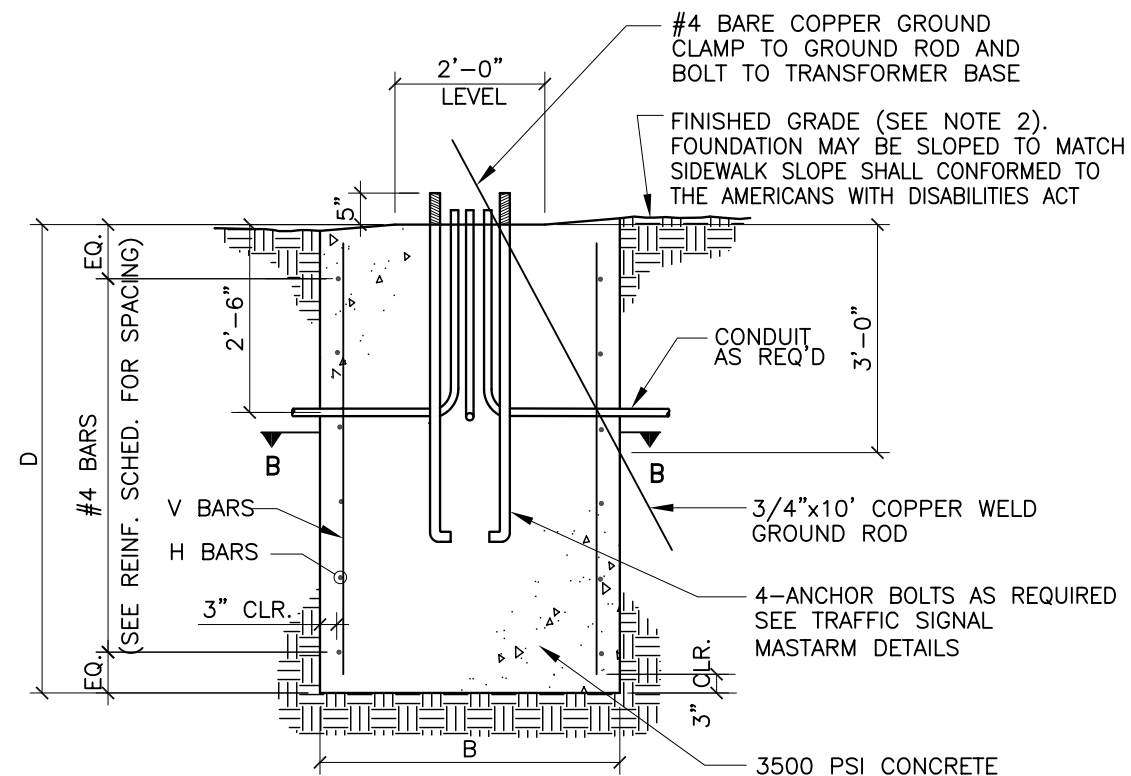
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL SPLICE CABINET GROUND MOUNT (LARGE)
	DWG. 2557 JANUARY 2003



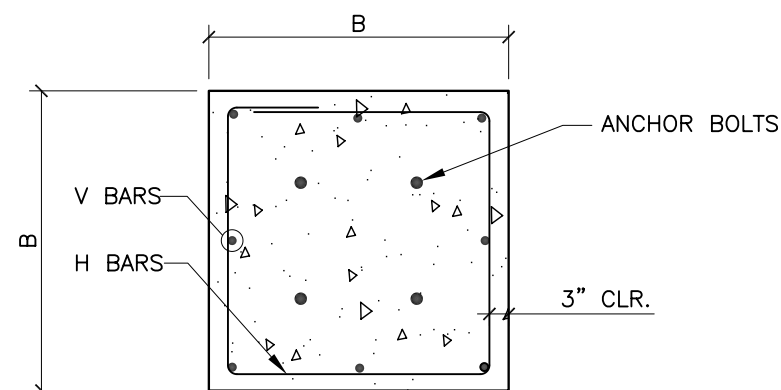
PLAN VIEW (SQUARE)



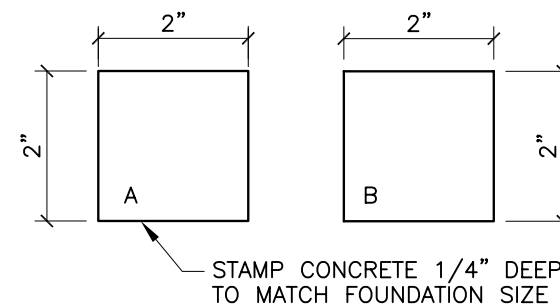
PLAN VIEW (ROUND)



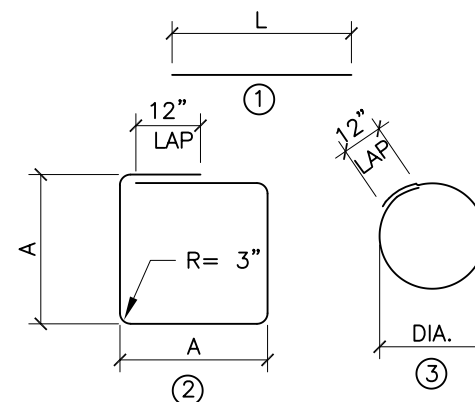
SECTION A-A (ROUND OR SQUARE)



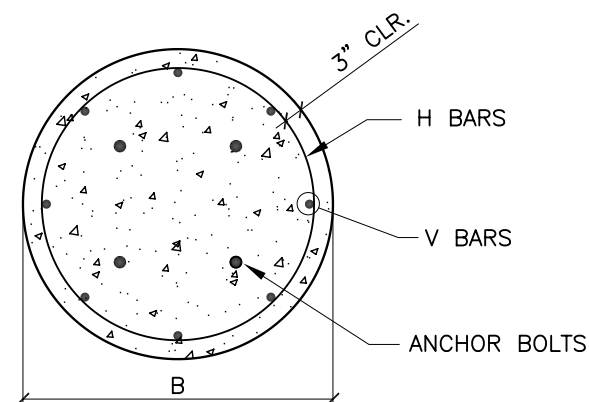
SECTION B-B (SQUARE)



STAMP DETAIL



BAR BENDING DIAGRAM



SECTION B-B (ROUND)

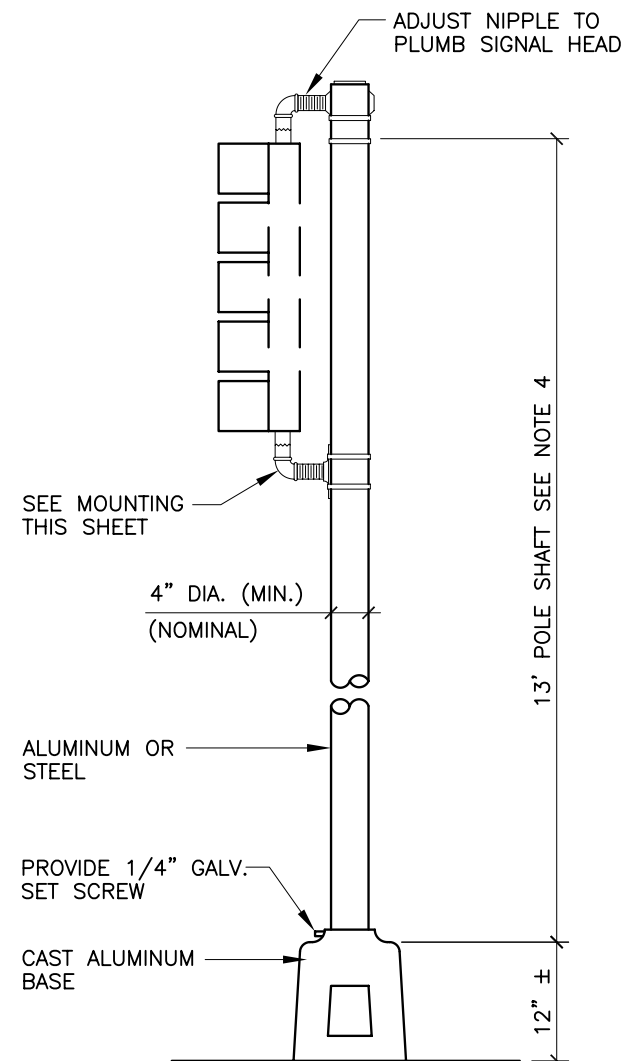
FOUNDATION DIMENSIONS AND QUANTITIES								
FOUNDATION TYPE	SIGNAL ARM SPAN(FT)	DIMENSION		REINFORCING		REBAR POUNDS	3500 PSI. CONCRETE CUBIC YARDS	NOTES
		B (WIDTH)	D (DEPTH)	V BARS MARK	H BARS MARK			
TYPE A (SQUARE)	15	3'-6"	5'-0"	#4V2	#3H2	49.1	2.27	
	20	"	"	"	"	"	"	
	25	"	"	"	"	"	"	
TYPE B (SQUARE)	30	4'-0"	6'-3"	#5V1	#3H1	82.6	3.70	
	35	"	"	"	"	"	"	
	40	"	"	"	"	"	"	
TYPE A (ROUND)	15	2'-6"	8'-6"	#6V4	#3H4	98.1	1.55	ROUND SHAPE TO BE USED ONLY WHERE SPECIFICALLY NOTED ON PLANS OR WHEN APPROVED BY THE PROJECT MANAGER.
	20	"	"	"	"	"	"	
	25	"	"	"	"	"	"	
TYPE B (ROUND)	30	3'-0"	11'-9"	#7V3	#3H3	179.7	3.08	
	35	"	"	"	"	"	"	
	40	"	"	"	"	"	"	

REINFORCING SCHEDULE (GRADE 60 BARS)					
MARK	QUANT	TYPE	SIZE	LENGTH	COMMENTS
#5V1	8	1	5	5'-9"	A = 42",TIES AT 14" OC. A = 36",TIES AT 12" OC. DIA = 30",TIES AT 12" OC. DIA = 24",TIES AT 12" OC.
#4V2	8	1	4	4'-6"	
#7V3	6	1	7	11'-3"	
#6V4	6	1	6	8'-0"	
#3H1	6	2	3	15'-4"	
#3H2	5	2	3	13'-4"	
#3H3	12	3	3	9'-3"	
#3H4	9	3	3	7'-8"	

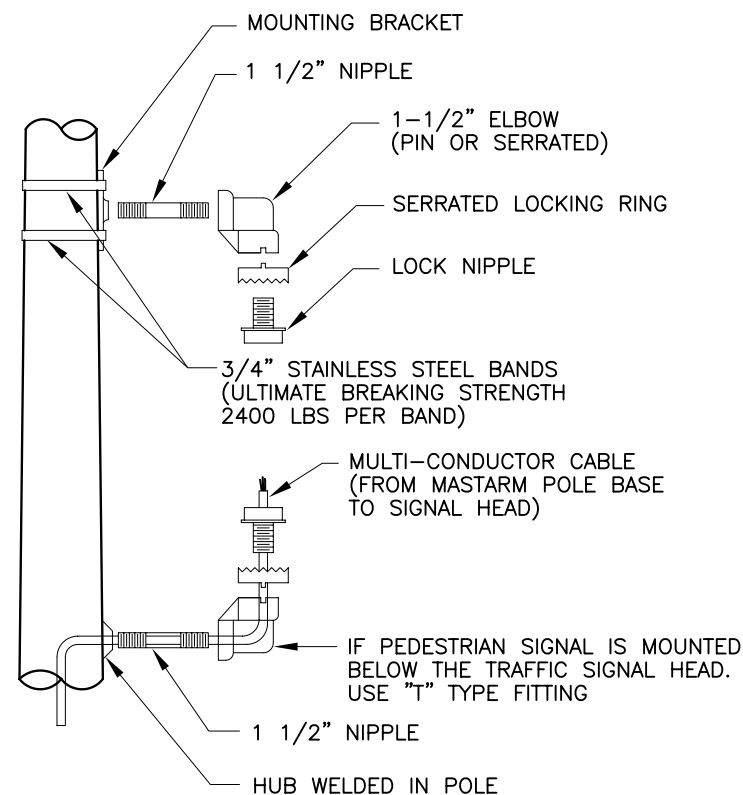
TRAFFIC SIGNAL MASTARM FOUNDATION NOTES

- REFER TO THE PLANS FOR LOCATIONS OF TRAFFIC SIGNAL MASTARM FOUNDATIONS.
- FINISHED GRADE FOR THE FOUNDATIONS SHALL BE ESTABLISHED IN THE FIELD BY THE PROJECT MANAGER.
- THE FOUNDATIONS SHOWN HERE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT REVISION.
- CONCRETE SHALL BE 3500 PSI FOR EXTERIOR STRUCTURES. REFER TO TABLE 101.C OF THE SPECIFICATIONS.
- REINFORCING STEEL SHALL CONFORM TO ASTM A-615 GRADE 60.
- THE TOP 6 INCHES OF THE FOUNDATION PEDESTAL SHALL BE FORMED TO THE DIMENSIONS SHOWN ON THIS SHEET TO FORM NEAT LINES. CONCRETE BELOW 6 INCHES MAY BE CAST AGAINST THE EARTH.
- THE CONCRETE SHALL GAIN 80% OF THE DESIGN STRENGTH PRIOR TO INSTALLING THE TRAFFIC SIGNAL MASTARM.
- ALL FOUNDATIONS SHALL INCLUDE COPPER WELD GROUND RODS. ALL GROUND RODS SHALL BE 3/4" DIA X 10'-0" AND WILL BE CONSIDERED INCIDENTAL TO THE FOUNDATIONS BID ITEMS.
- ALL FOUNDATIONS SHALL BE STAMPED EITHER "A" OR "B" TO SHOW TYPE CONSTRUCTED (SEE STAMP DETAIL).
- CONCRETE PER SEC. 101, EXTERIOR CONCRETE, $f'_c=3500$ PSI AT 28 DAYS.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL FOUNDATION DETAILS TYPE II AND TYPE III STANDARDS DWG. 2558 JANUARY 2003

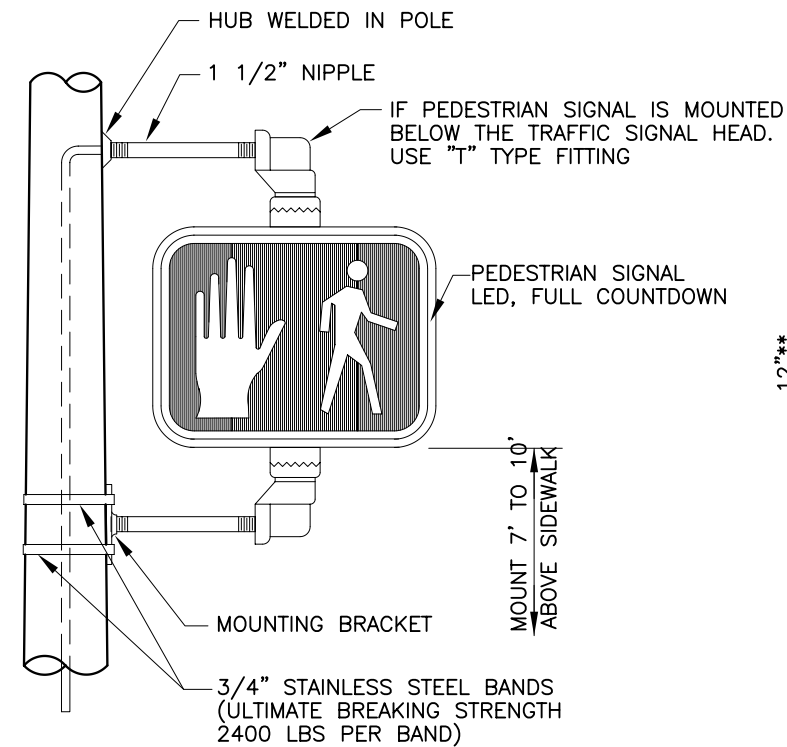


PEDESTAL POLE DETAILS

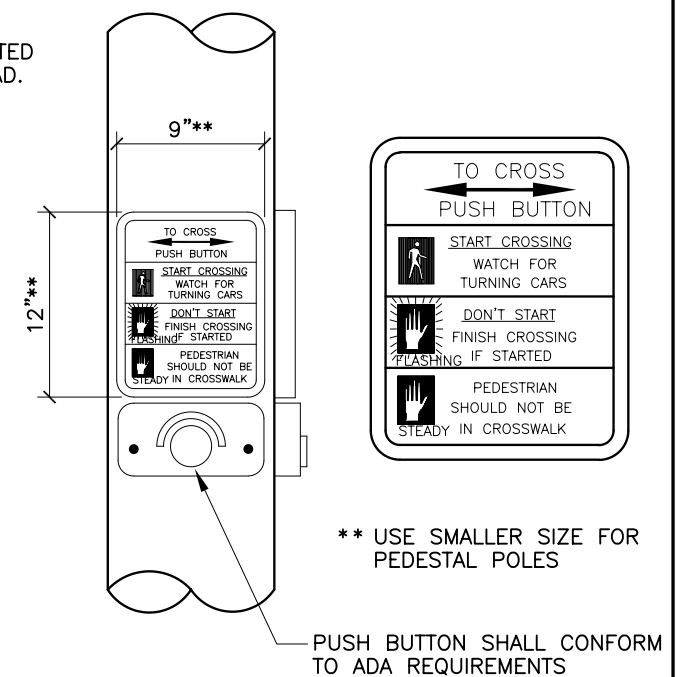


SIDE VIEW

MOUNTING DETAIL



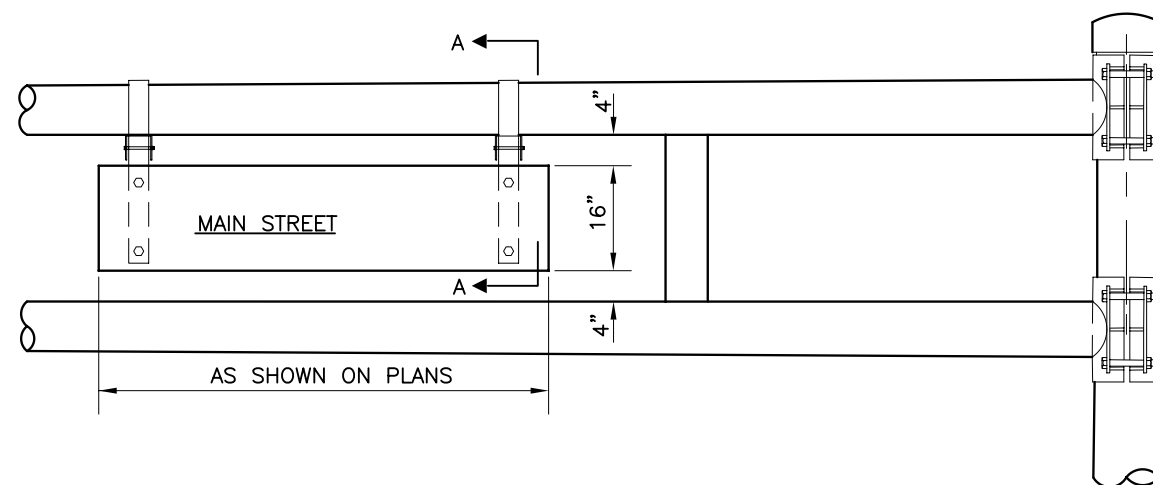
PEDESTRIAN SIGNAL DETAILS



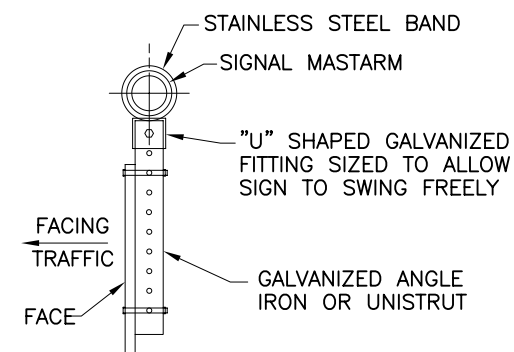
PUSH BUTTON DETAIL

NOTES:

1. STREET NAME SIGNS REQUIRED AS SHOWN ON PLANS.
2. STREET NAME SIGN SHALL BE 16" WIDE WITH 8" SERIES "C" LETTERS. SIGN SHALL BE NO MORE THAN 12 SQUARE FEET TOTAL AREA AND SHALL HAVE HIGH INTENSITY REFLECTIVE LEGEND, 1" BORDER AND BACKGROUND COLORS: WHITE ON GREEN, SIGN PANELS SHALL BE SINGLE SHEET 6061-T6 ALUMINUM .125 MINIMUM THICKNESS.
3. PEDESTRIAN ACTUATED CROSSING SHALL BE A MAXIMUM OF 42" ABOVE THE FINISHED PUBLIC SIDEWALK. A STABLE, FIRM, AND SLIP-RESISTANT AREA 30"x48" SHALL BE PROVIDED TO ALLOW FOR A FORWARD OR A PARALLEL APPROACH TO THE CONTROLS. WHERE A PARALLEL IS PROVIDED, CONTROLS SHALL BE WITHIN 10" HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.
4. FOR INSTALLATIONS WITH ONLY PEDESTRIAN SIGNALS, CUT SHAFT TO 9'. USE 15' SHAFT FOR PEDESTAL POLES REQUIRING BOTH 5-SECTION SIGNAL ASSEMBLIES AND PEDESTRIAN SIGNALS.



STREET NAME SIGN DETAILS

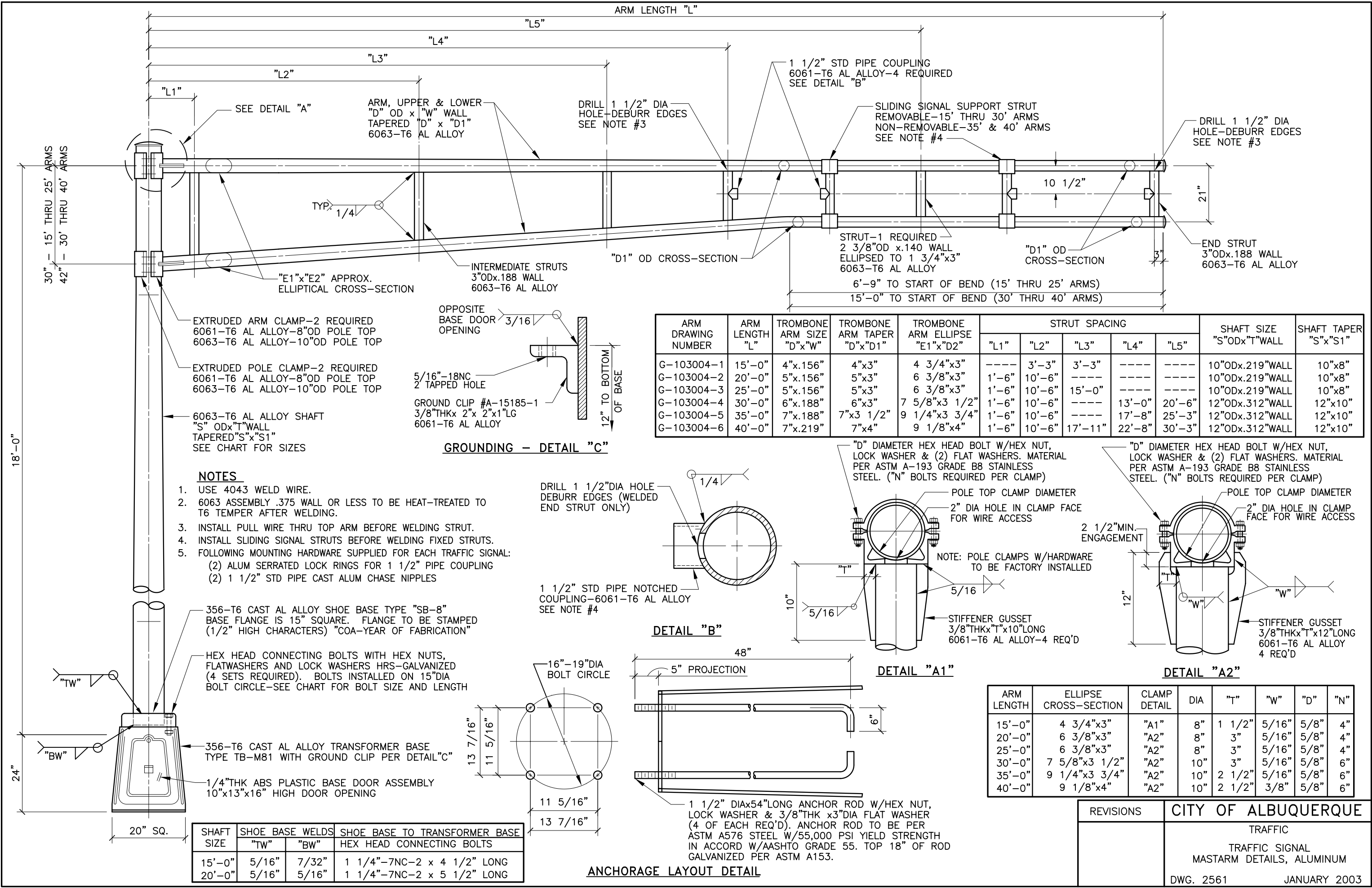


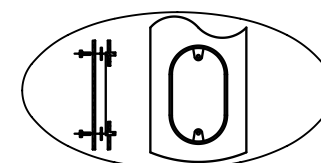
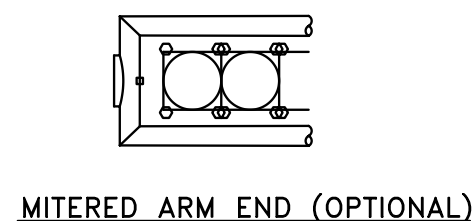
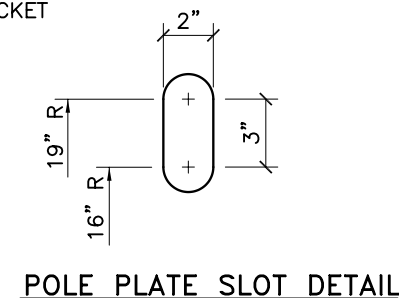
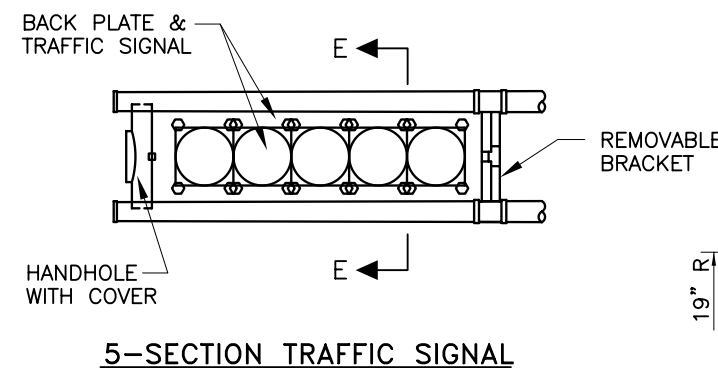
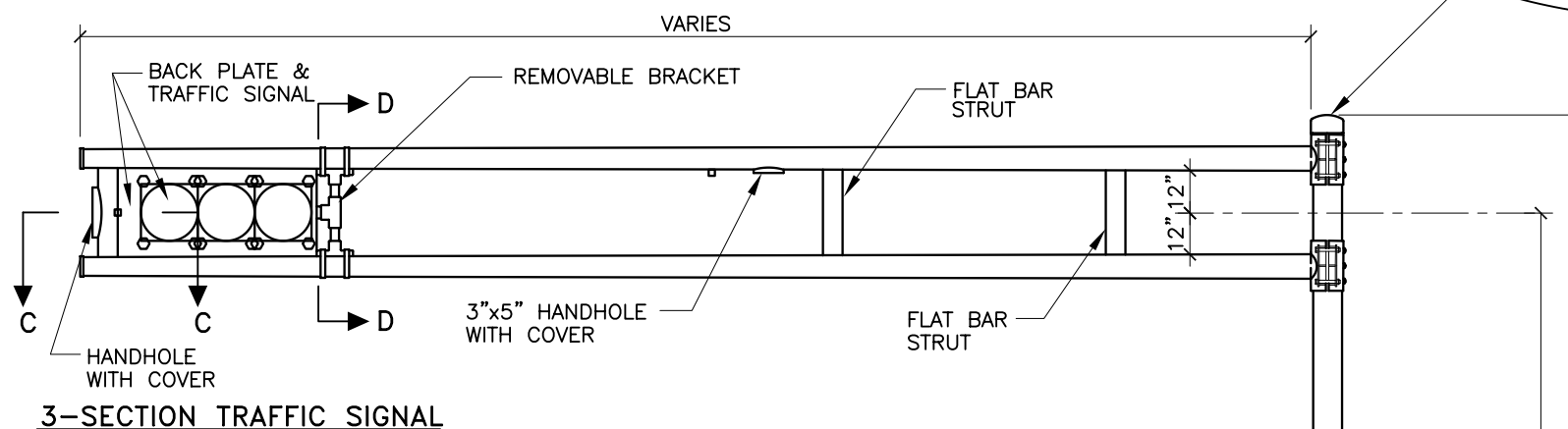
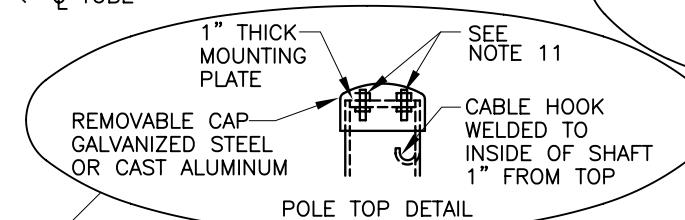
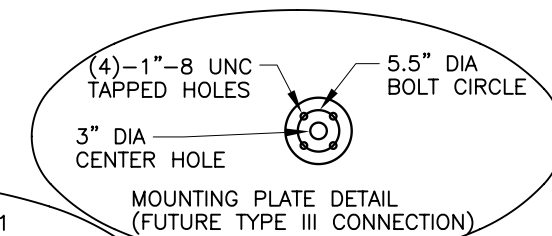
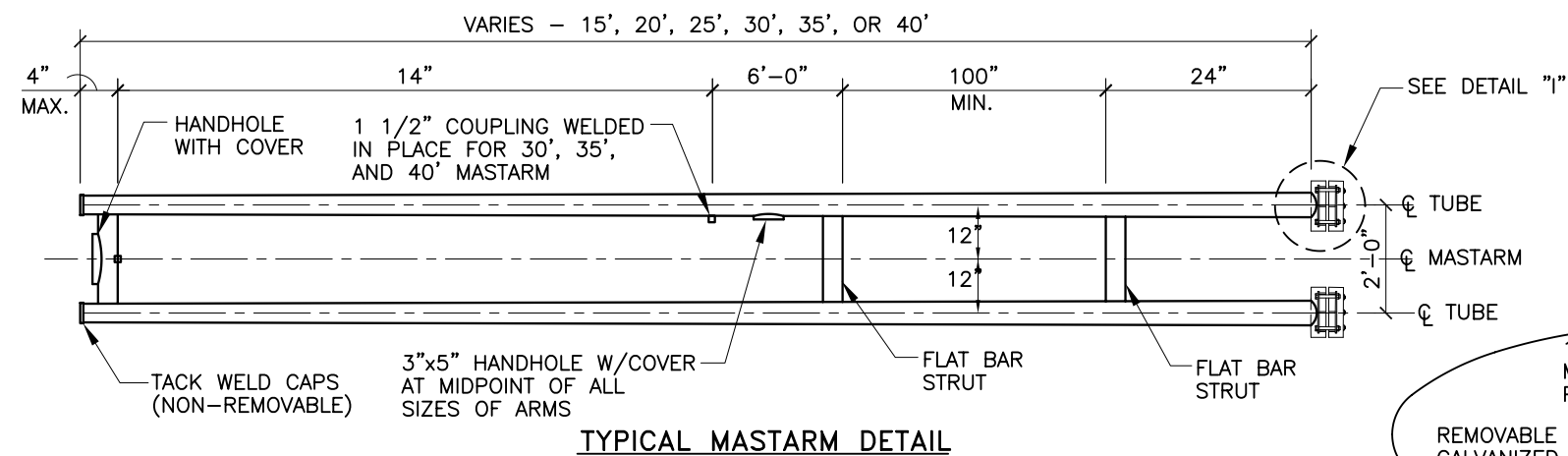
SECTION "A-A"

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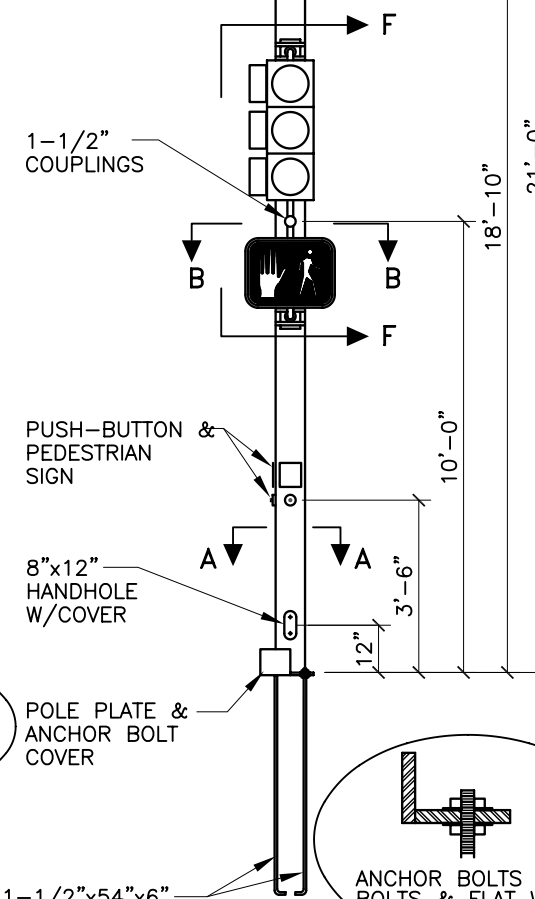
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<input type="checkbox"/>	POWDER COATED
	COLOR _____

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL MISCELLANEOUS DETAILS
	DWG. 2560 JANUARY 2003





ANCHOR BOLTS
15', 20', 25' ARM: 1-1/2"x54"x6"
30', 35', 40' ARM: 1-1/2"x54"x6"



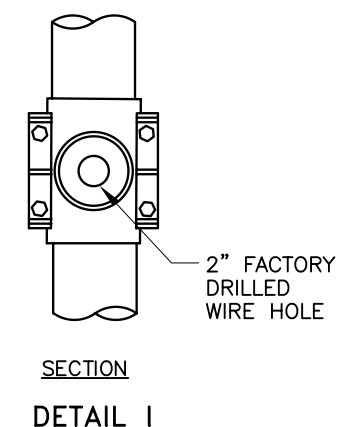
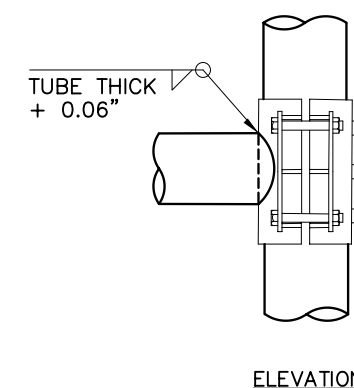
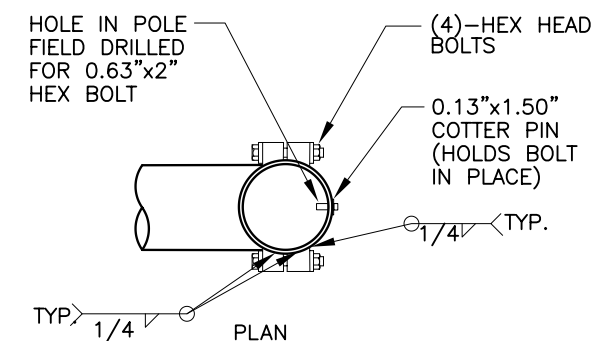
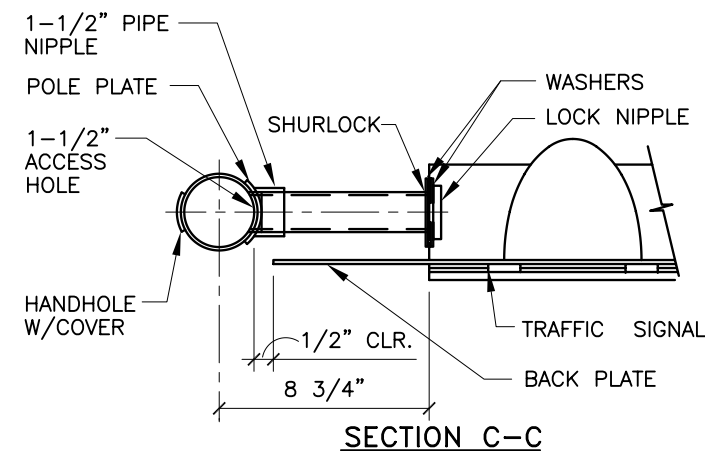
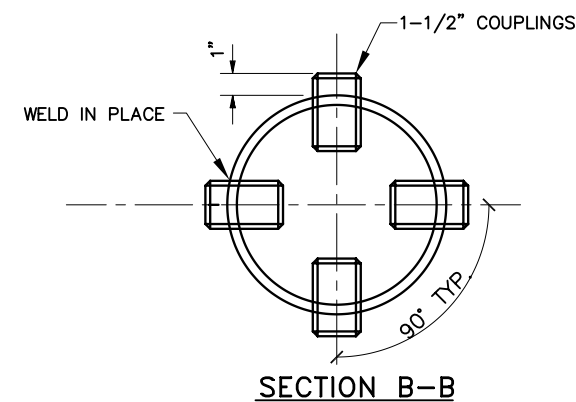
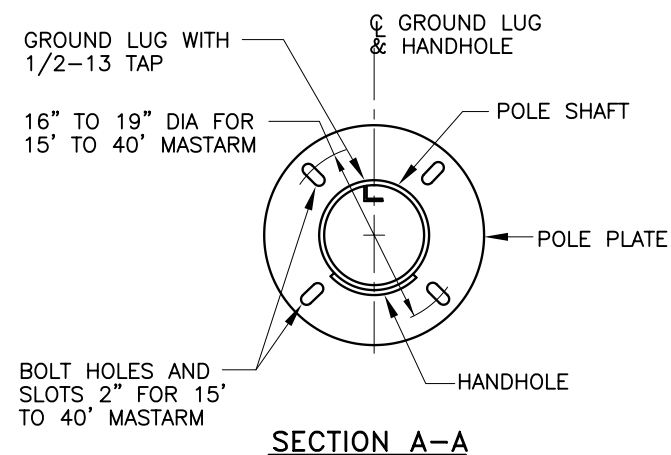
TRAFFIC SIGNAL MASTARM NOTES:

- DESIGN IN ACCORDANCE WITH 1985 AASHTO SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS FOR AN 80 MPH WIND ZONE.
- POLES AND MASTARMS SHAFTS SHALL CONFORM TO ASTM A-595 GRADE A (MIN YIELD 55 KSI).
- BASE PLATE AND SIGNAL ARM CLAMP SHALL BE ASTM A-36 (MIN. YIELD 36 KSI).
- ANCHOR BOLTS SHALL BE ASTM A-36 MOD 55 (MIN. YIELD 55 KSI).
- SIGNAL ARM CONNECTING BOLTS SHALL BE ASTM A-325.
- WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN WELDING SOCIETY SPECIFICATIONS AWS D1.1. LATEST EDITION. ALL WELDS SHALL BE FREE FROM CRACKS, EXCESSIVE UNDERCUT, AND POROSITY. ANY WELD DEFECTS SHALL BE REPAIRED BY REMOVING THE DEFECTIVE MATERIAL AND REPLACING IT WITH SOUND WELD MATERIAL.
- ALL HOLES SHALL BE DRILLED AND DEBURRED.
- ALL POLES, MASTARMS, AND BOLTS SHALL BE GALVANIZED TO ASTM A-123 & A-153.
- MASTARM SHALL BE MARKED TO DESCRIBE WHICH IS TOP AND WHICH IS BOTTOM. POLE PLATE COVER SHALL BE MARKED IN MATED PAIRS. POLE SHAFTS SHALL BE MARKED "ALB" "15-25" OR "30-40", AND DATE OF FABRICATION (MONTH/YEAR).
- DETAILS SHOWN ARE FOR STEEL POLES. ALUMINIUM POLES MAY BE USED ONLY WHEN PRE-APPROVED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS DIVISION.
- BOLTS FOR TYPE III EXTENSIONS SHALL BE FURNISHED BY THE MANUFACTURER FOR ALL POLES INCLUDING TYPE II STANDARDS WITH NO EXTENSIONS.

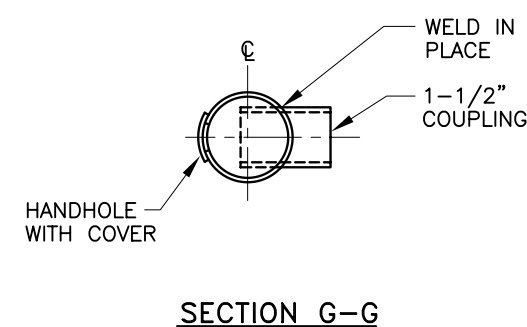
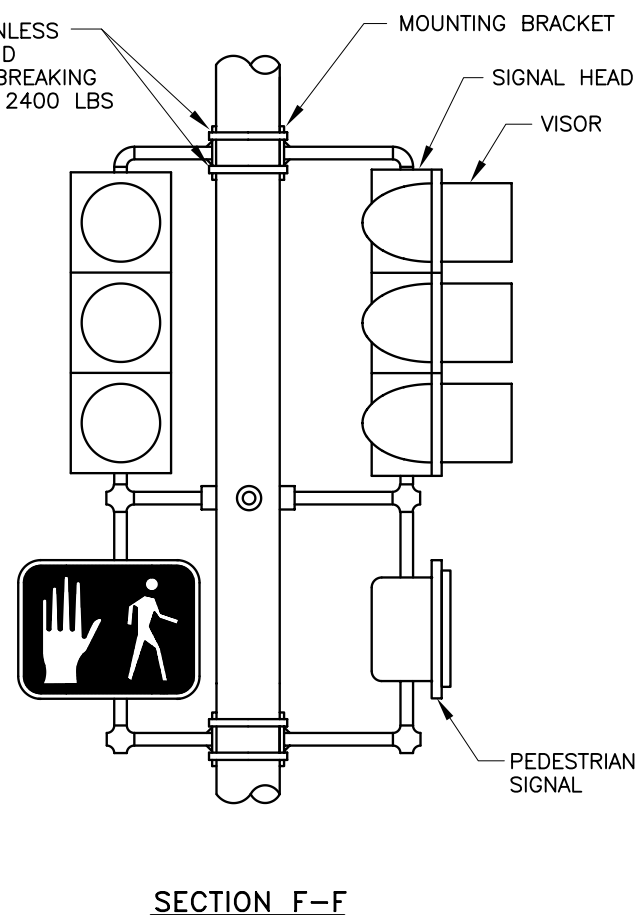
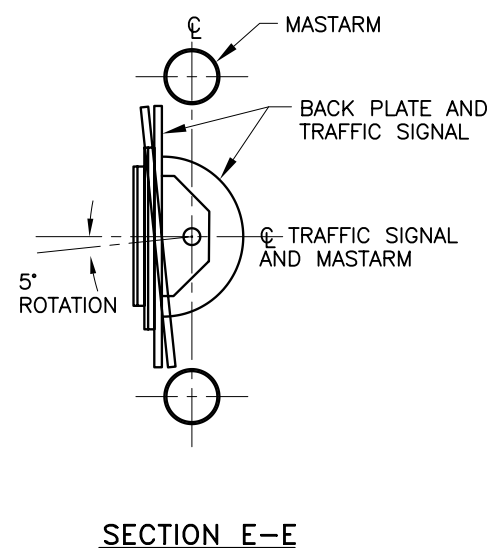
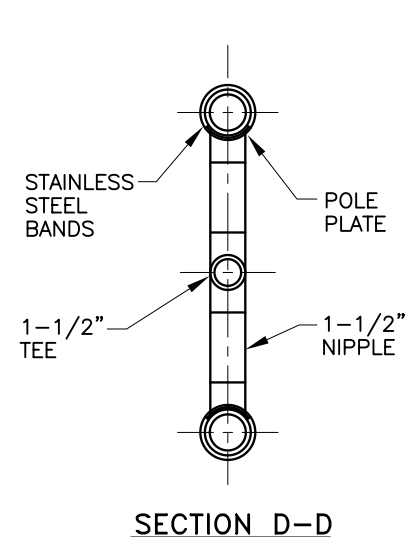
NOTE: FOR SECTIONS A-A THROUGH G-G & DETAILS, SEE STD. DWG. 2562b

FINISH: GALVANIZED

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL
	MASTARM DETAILS, TYPE II STANDARD
	DWG. 2562a JANUARY 2003



NOTE:
ONE SIZE ARM CLAMP FOR
15' TO 25' MASTARMS AND
ONE SIZE FOR 30' TO 40'
MASTARMS WILL BE ALLOWED



REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL MASTARM DETAILS, TYPE II STANDARD
	DWG. 2562b JANUARY 2003

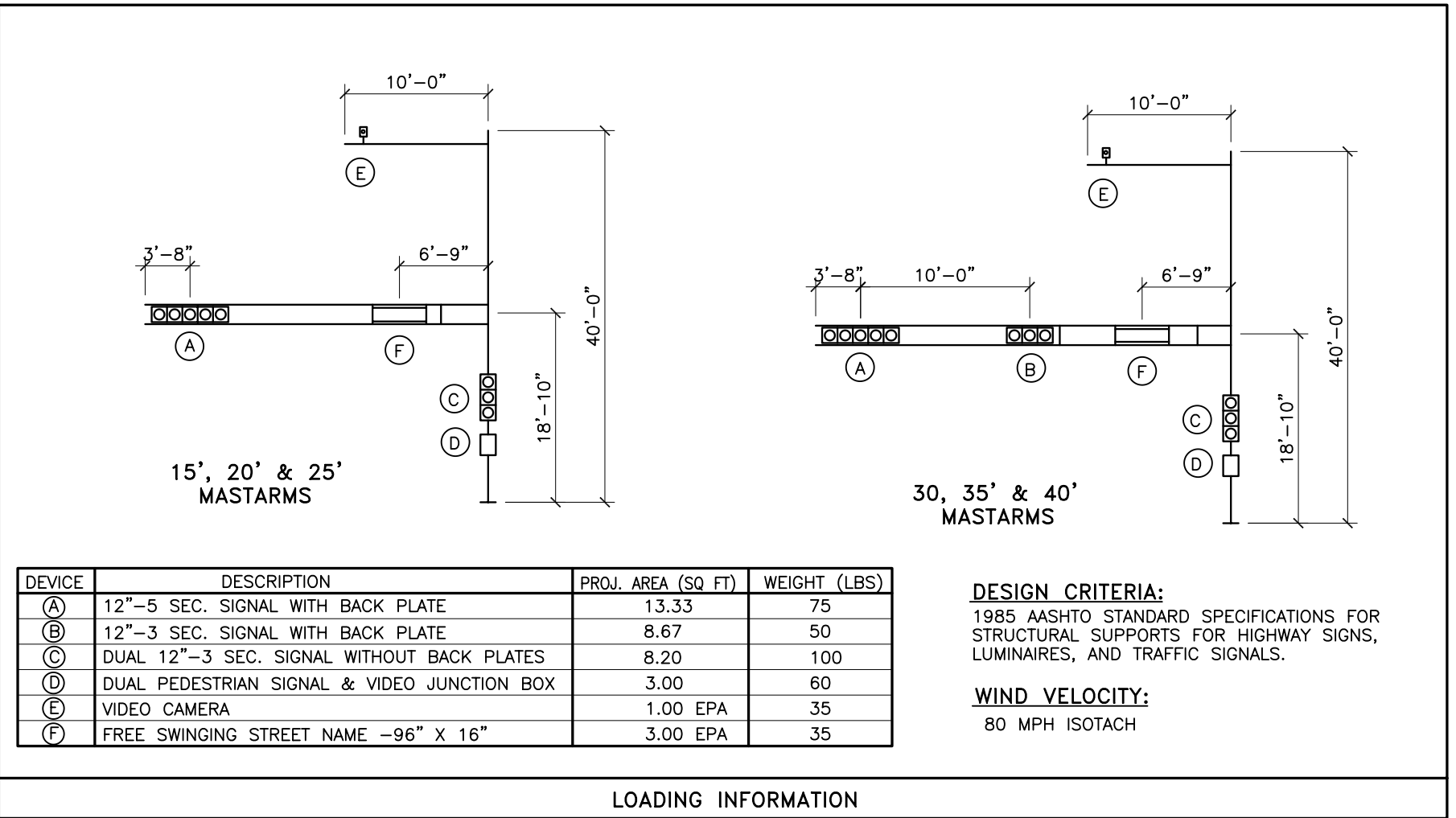
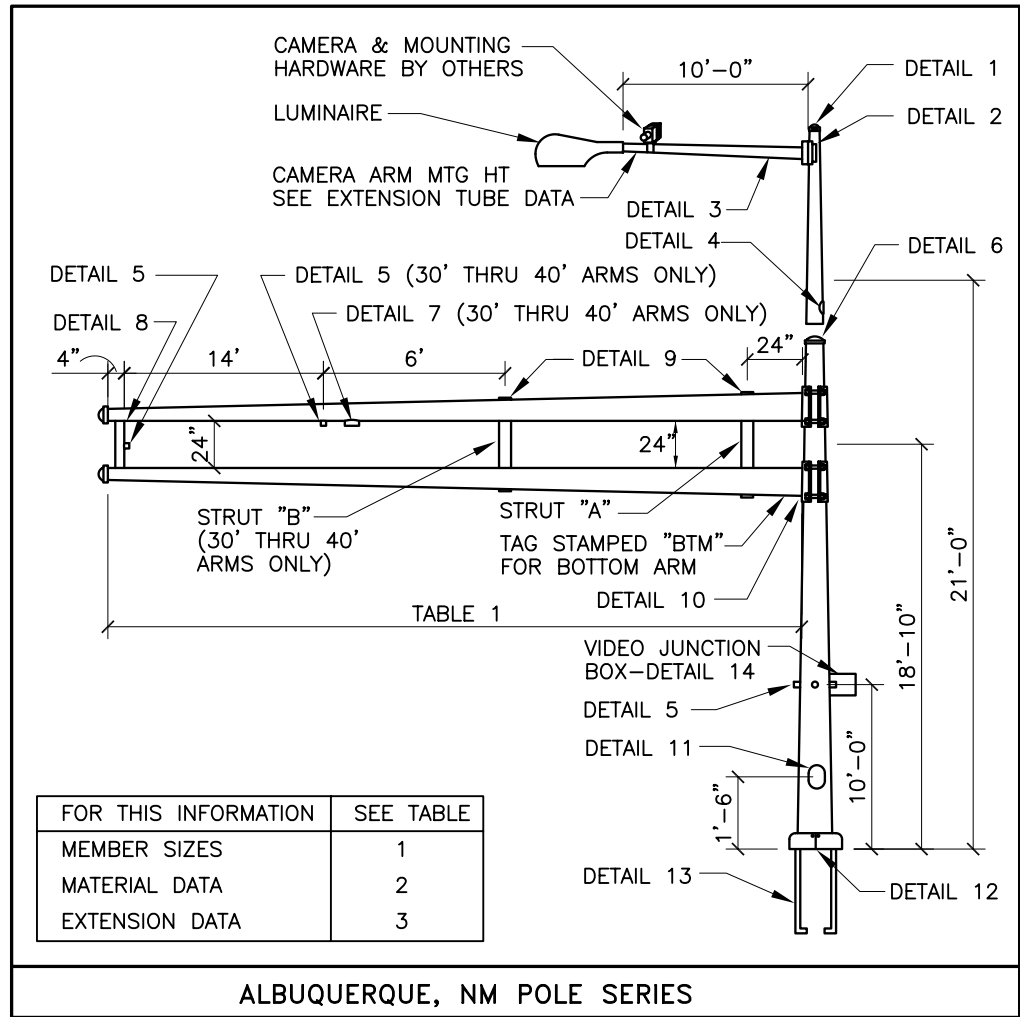


TABLE 1: POLE AND MASTARM SCHEDULE																									
DESIGNATION (SEE EXAMPLE ABOVE)				POLE DATA				BASE PLATE DATA				ANCHOR BOLT DATA				MASTARM DATA				ARM ATTACHMENT DATA					
POLE SERIES	POLE TYPE	SIGNAL ARM SPAN (FT)	CAMERA MOUNTING HEIGHT 0=NO CAMERA	BASE DIA	TOP DIA	LENGTH	GA	CIRCLE "C"	THK "G"	BC RANGE		BOLT CIRCLE	DIAMETER "K"	LENGTH "J"	HOOK "H"	FIXED END DIA	FREE END DIA	GA	LENGTH (FT)	"A"	"B"	"C"	"D"	"E"	
										BC1	BC2														
ALB	2	15	0, 30, 35, 40	10.00"	7.06"	21'-0"	7	23.00"	1.50"	16.00"	19.00"	16.00"	1.50"	54"	6"	5.80"	3.70"	11	15	7.25"	9.44"	10.81"	10.38"	1.00"—8UNC X 8.00"	
ALB	2	20	0, 30, 35, 40	10.00"	7.06"	21'-0"	7	23.00"	1.50"	16.00"	19.00"	16.00"	1.50"	54"	6"	6.50"	3.70"	11	20	7.25"	9.44"	10.81"	10.38"	1.00"—8UNC X 8.00"	
ALB	2	25	0, 30, 35, 40	10.00"	7.06"	21'-0"	7	23.00"	1.50"	16.00"	19.00"	16.00"	1.50"	54"	6"	7.00"	3.50"	11	25	7.25"	9.44"	10.81"	10.38"	1.00"—8UNC X 8.00"	
ALB	2	30	0, 30, 35, 40	12.00"	9.06"	21'-0"	5	23.00"	1.50"	16.00"	19.00"	16.00"	1.50"	54"	6"	7.72"	3.52"	7	30	9.25"	11.44"	13.81"	12.38"	1.00"—8UNC X 9.00"	
ALB	2	35	0, 30, 35, 40	12.00"	9.06"	21'-0"	5	23.00"	1.50"	16.00"	19.00"	16.00"	1.50"	54"	6"	8.30"	3.40"	7	35	9.25"	11.44"	13.81"	12.38"	1.00"—8UNC X 9.00"	
ALB	2	40	0, 30, 35, 40	12.00"	9.06"	21'-0"	5	23.00"	1.50"	16.00"	19.00"	16.00"	1.50"	54"	6"	9.00"	3.40"	7	40	9.25"	11.44"	13.81"	12.38"	1.00"—8UNC X 9.00"	

FINISH:

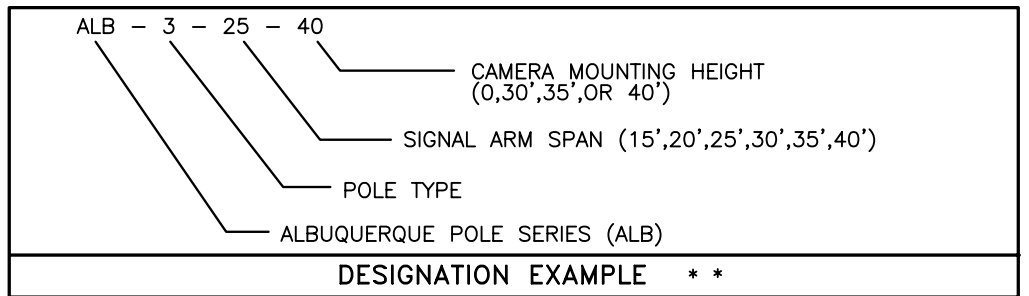
☐ GALVANIZED

☐ POWDER COATED

COLOR _____

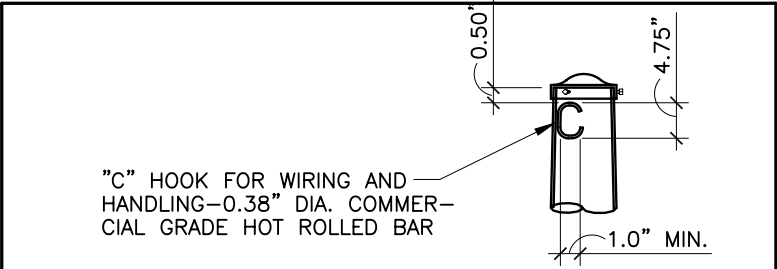
TABLE 2: MATERIAL DATA					
COMPONENT	ASTM DESIGNATION	MIN. YIELD (KSI)	COMPONENT	ASTM DESIGNATION	MIN. YIELD (KSI)
POLE TUBE	A595 GR A	55	SIGNAL ARM CLAMP	A36	36
BASE PLATE	A36	36	SIGNAL ARM CONN. BOLTS	A325 *	
MAST ARM TUBE	A595 GR A	55	CAMERA ARM PLATES	A36	36
CAMERA ARM TUBE	A595 GR A	55	GALVANIZING	A123 & A153	
POLE EXTENSION	A595 GR A	55			
ANCHOR BOLTS AASHTO M314 GR. 55					
* LUBRICATE IN FIELD IF NECESSARY IN LIEU OF THE REQUIREMENT IN A325					

TABLE 3: EXTENSION TUBE DATA					
MASTARM LENGTH (FT)	CAMERA MTG HT (FT)	EXTENSION TUBE			GAUGE
		BASE DIA	TOP DIA	LENGTH (FT)	
15-20	30	7.00	5.74	9.0	11
	35	7.00	5.04	14.0	11
	40	7.00	4.34	19.0	11
30-40	30	9.00	7.74	9.0	11
	35	9.00	7.04	14.0	11
	40	9.00	6.34	19.0	11

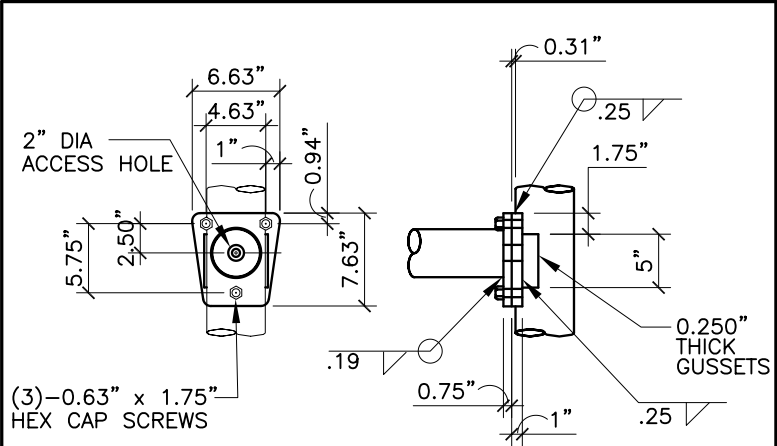


** POLE SHAFTS SHALL BE MARKED "ALB" "15-25" OR "30-40", AND DATE OF FABRICATION (MONTH/YEAR).

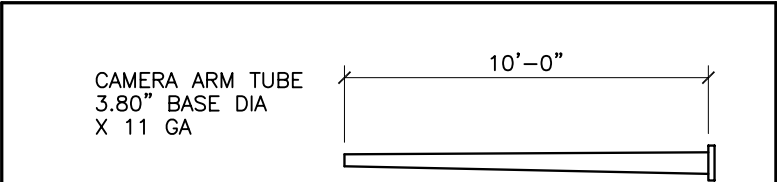
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL
	MASTARM DETAILS TYPE III STANDARD
	DWG. 2562c JANUARY 2003



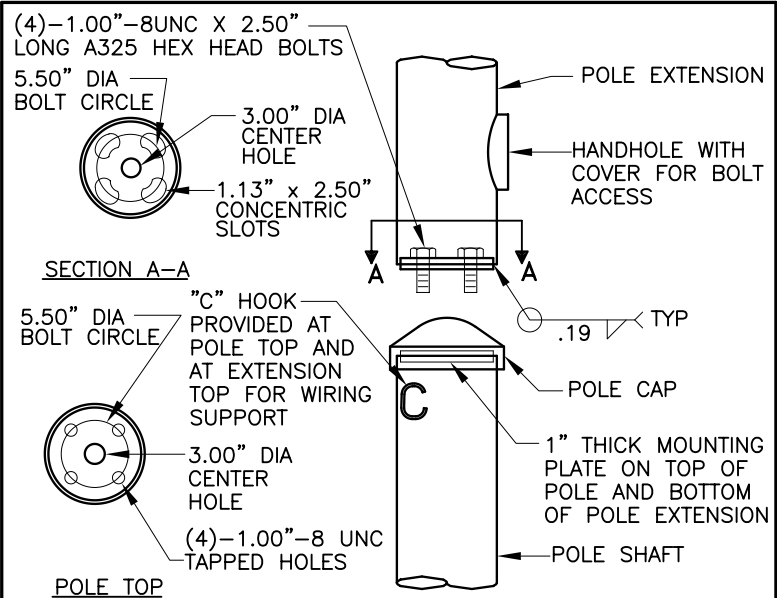
DETAIL 1 POLE TOP



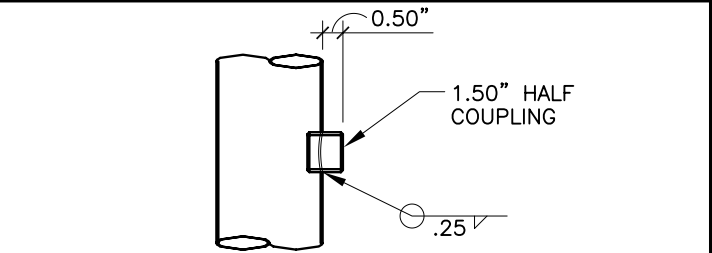
DETAIL 2 CAMERA ARM ATTACHMENT



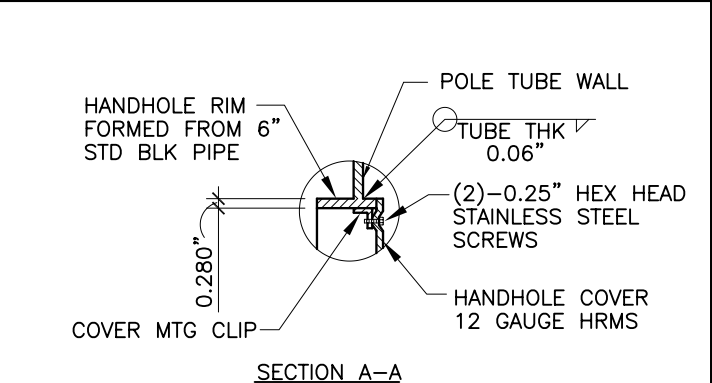
DETAIL 3 CAMERA ARM



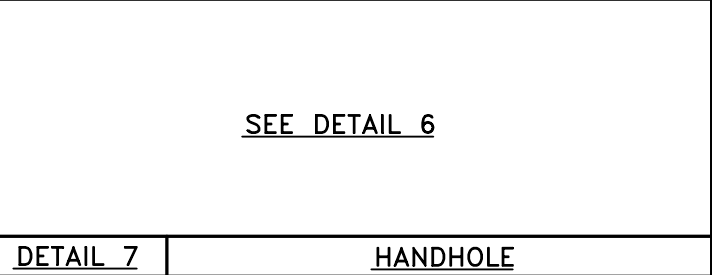
DETAIL 4 POLE EXTENSION CONNECTION



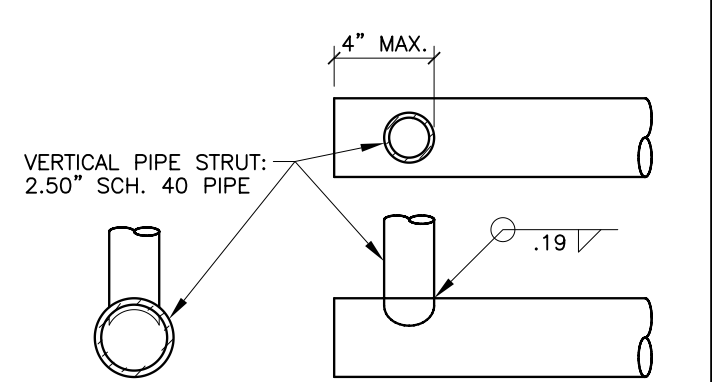
DETAIL 5 POLE COUPLING



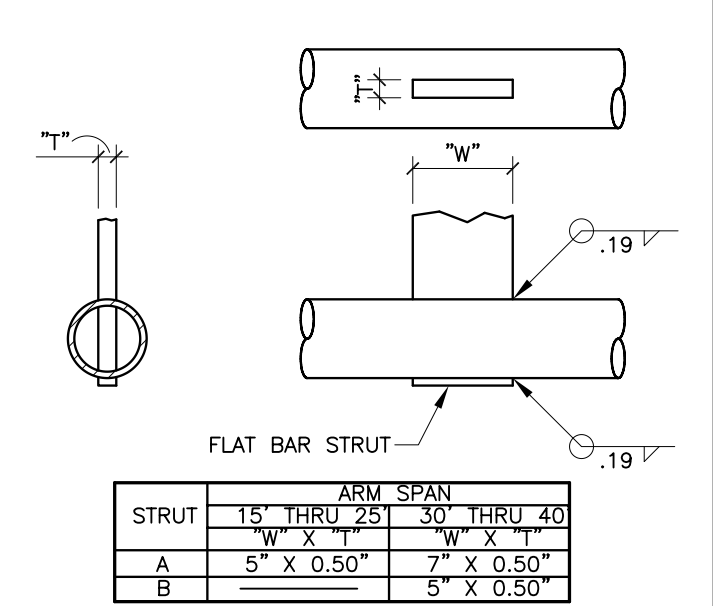
DETAIL 6 EXTENSION HANDHOLE



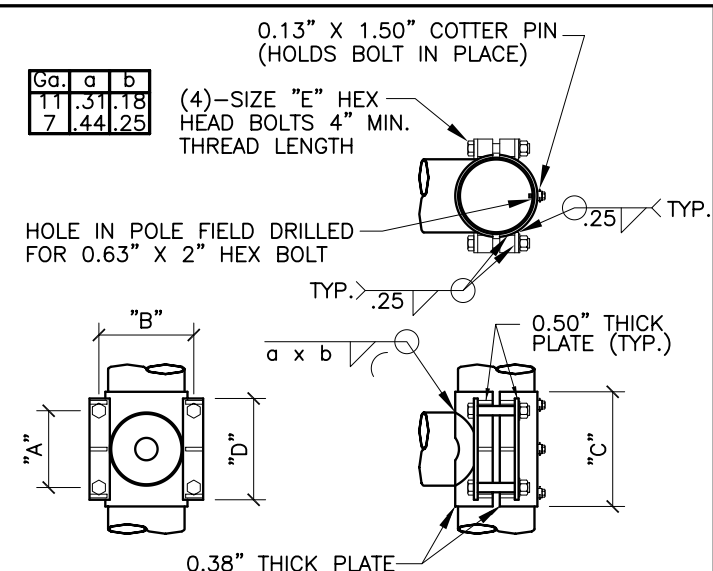
DETAIL 7 HANDHOLE



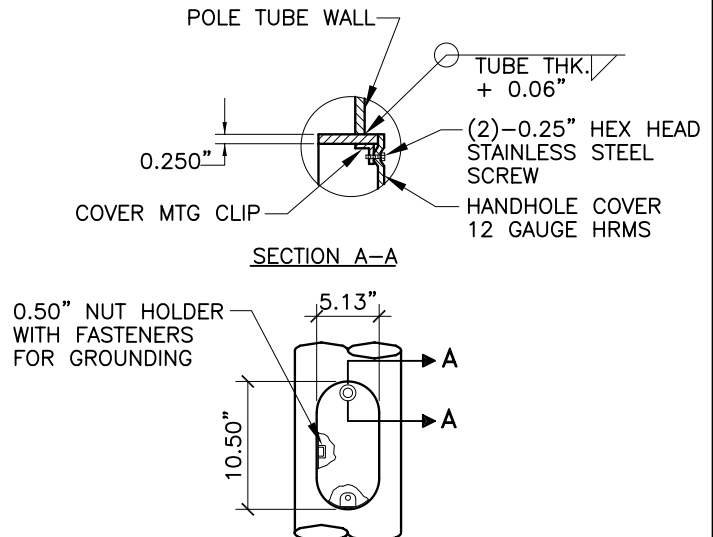
DETAIL 8 END PIPE STRUT



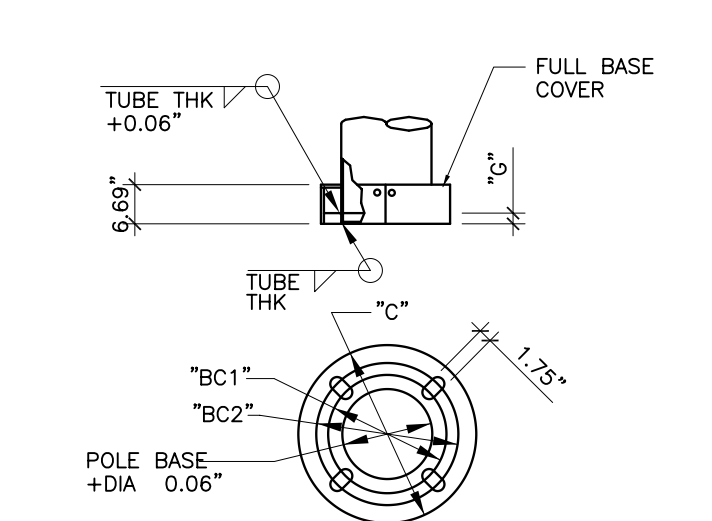
DETAIL 9 MID BAR STRUT



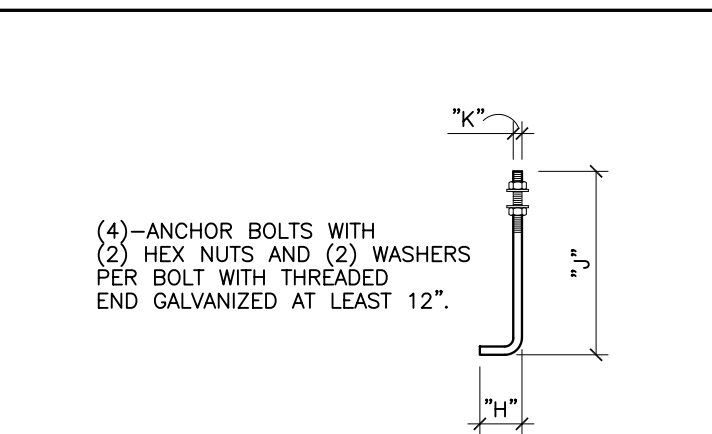
DETAIL 10 SIGNAL ARM ATTACHMENT



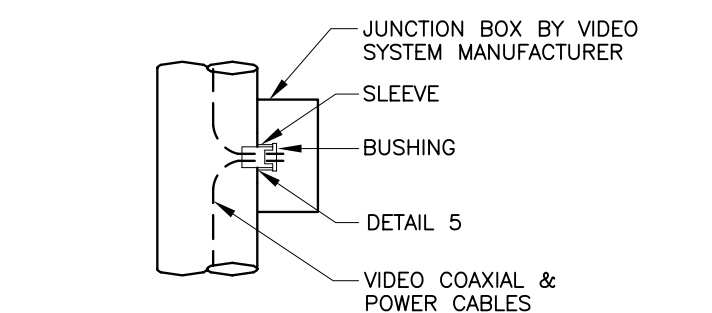
DETAIL 11 HANDHOLE



DETAIL 12 POLE BASE

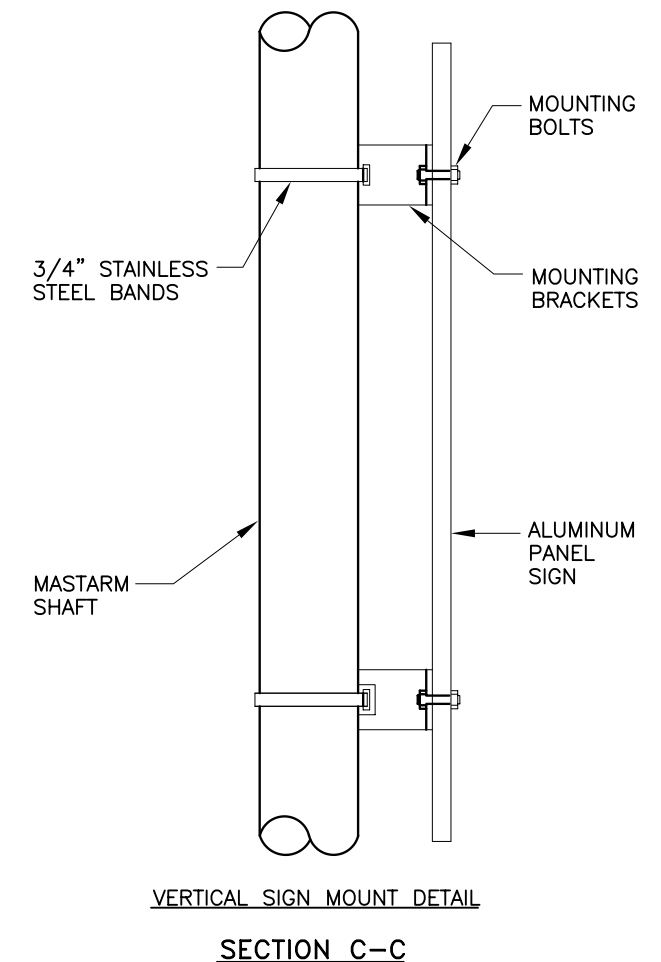
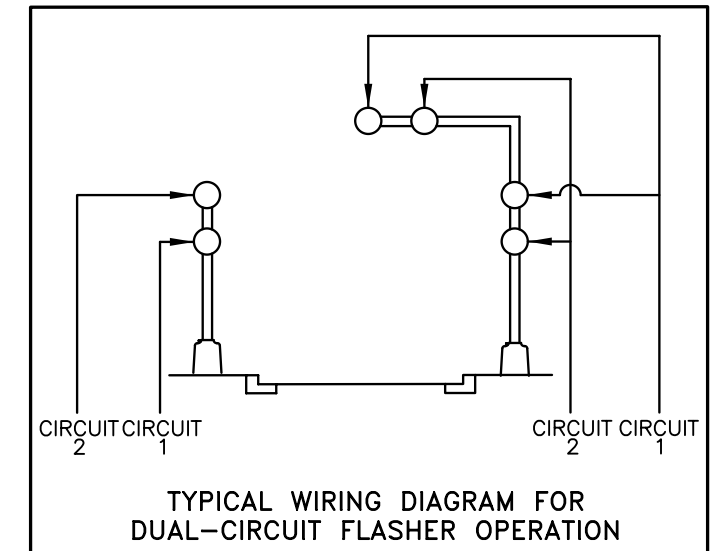
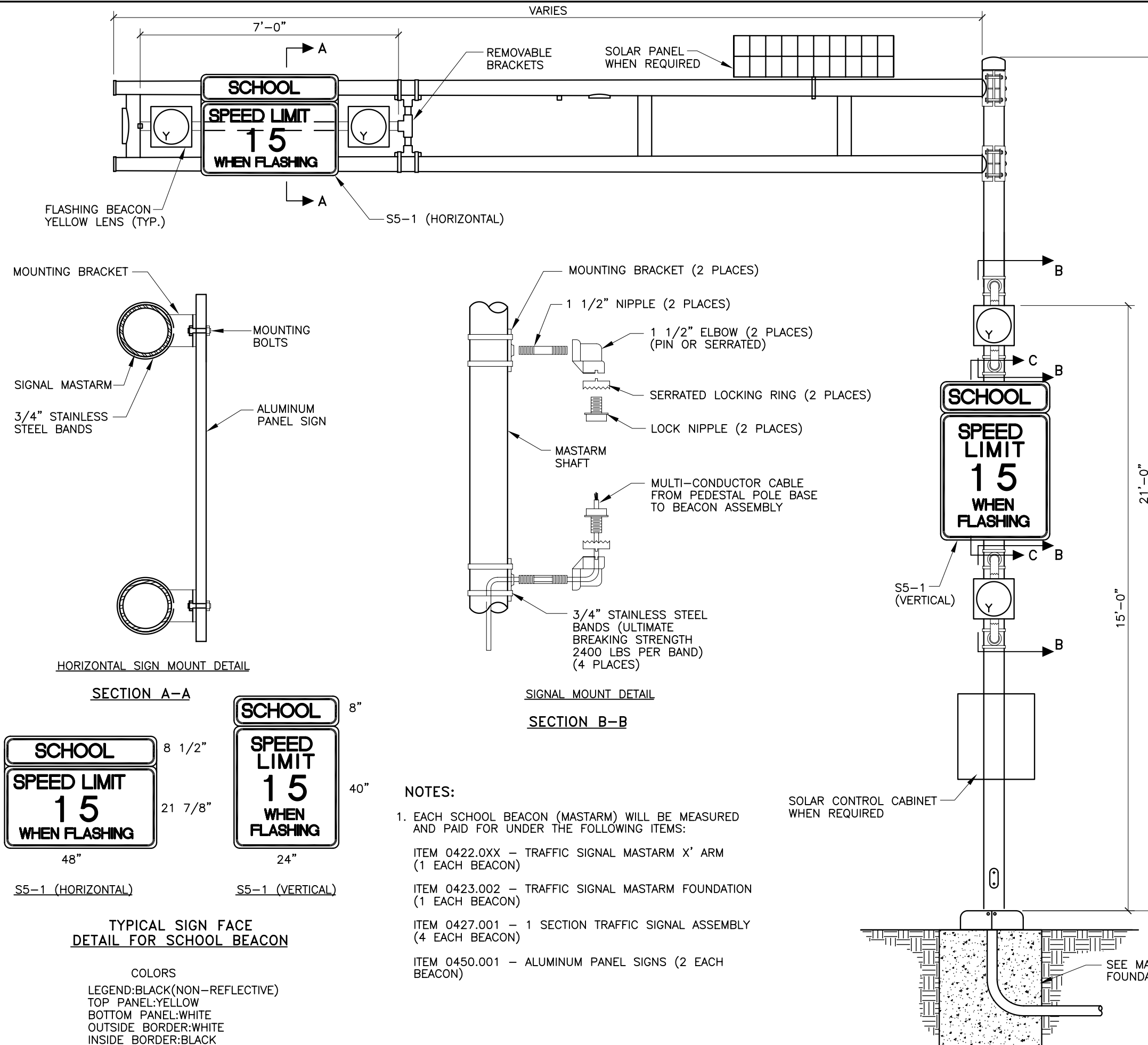


DETAIL 13 ANCHOR BOLT

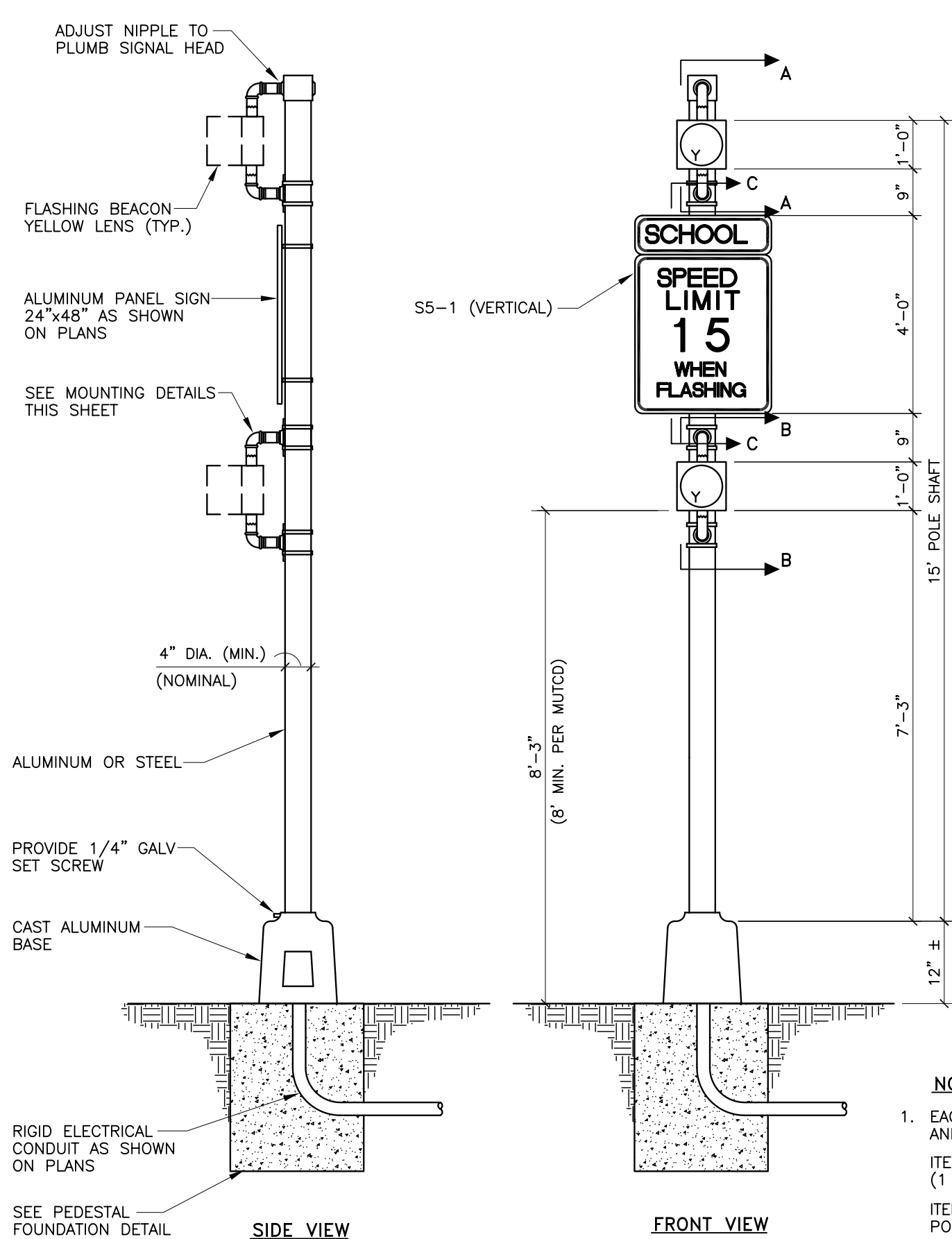


DETAIL 14 VIDEO JUNCTION BOX

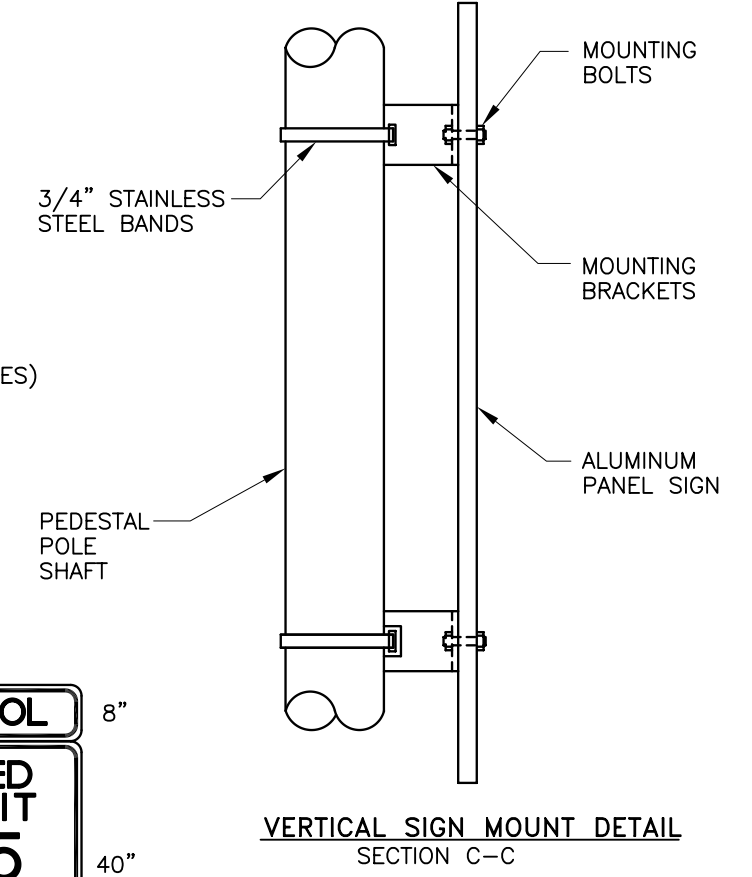
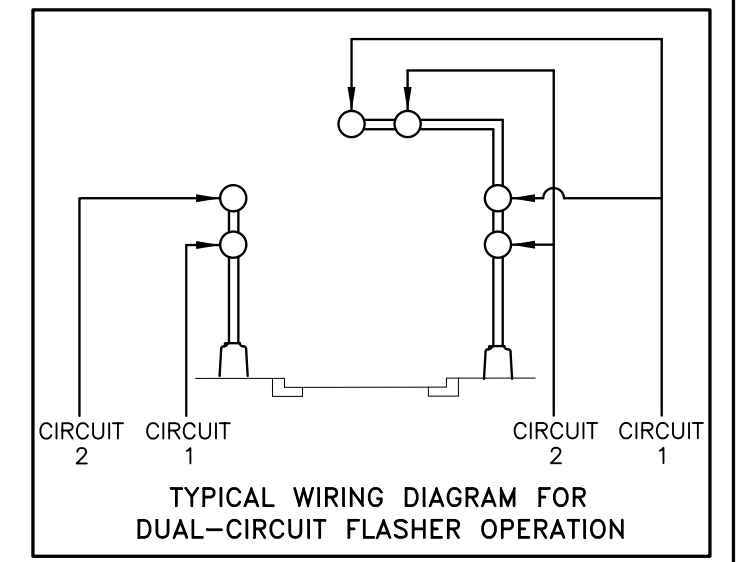
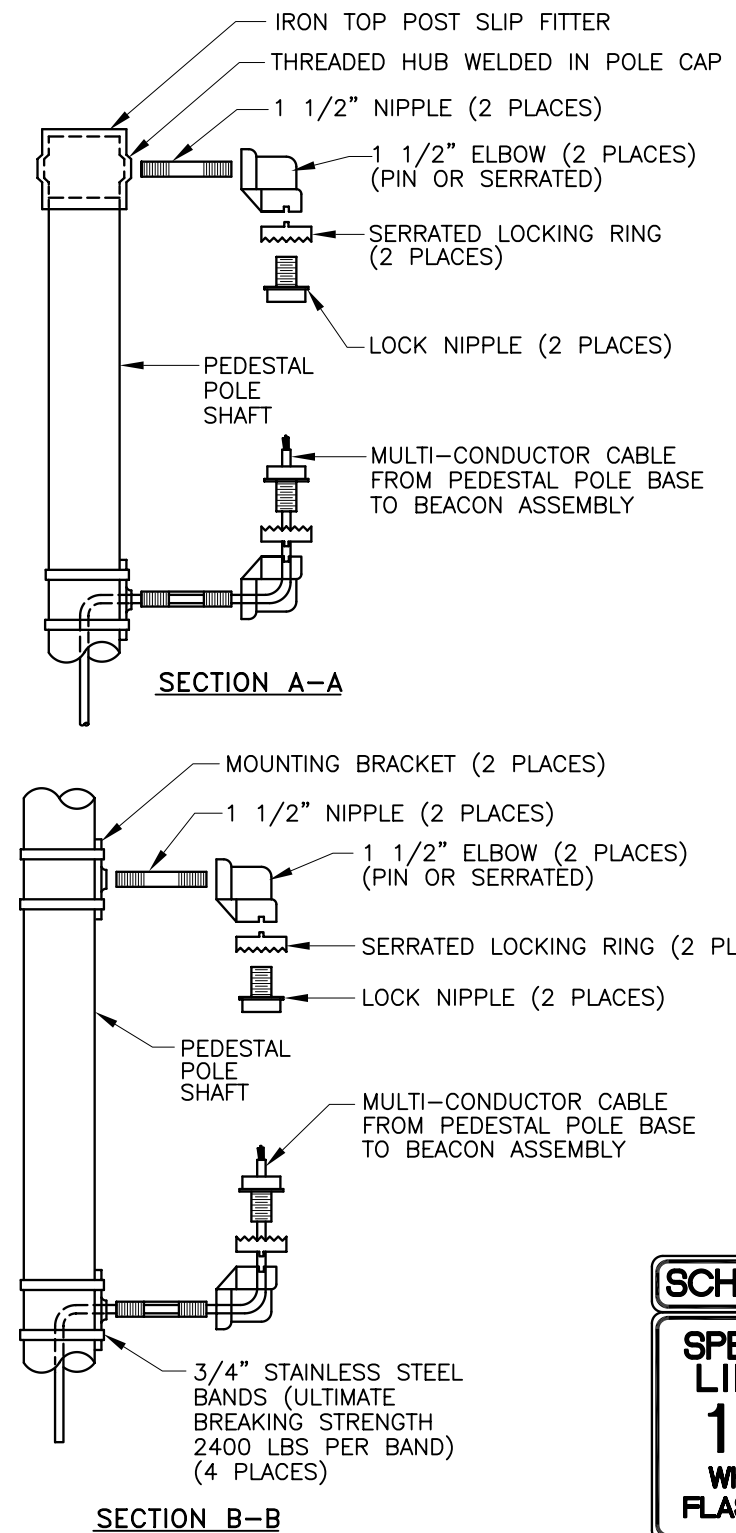
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL TYPE III STANDARD- MISCELLANEOUS DETAILS DWG. 2562d JANUARY 2003



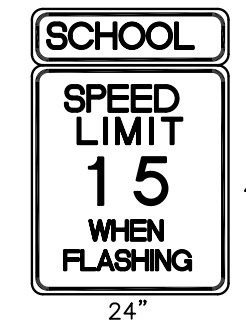
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL
	SCHOOL BEACON DETAILS (MASTARM)
	DWG. 2565
	JANUARY 2003



SCHOOL BEACON DETAIL – PEDESTAL



VERTICAL SIGN MOUNT DETAIL
SECTION C-C



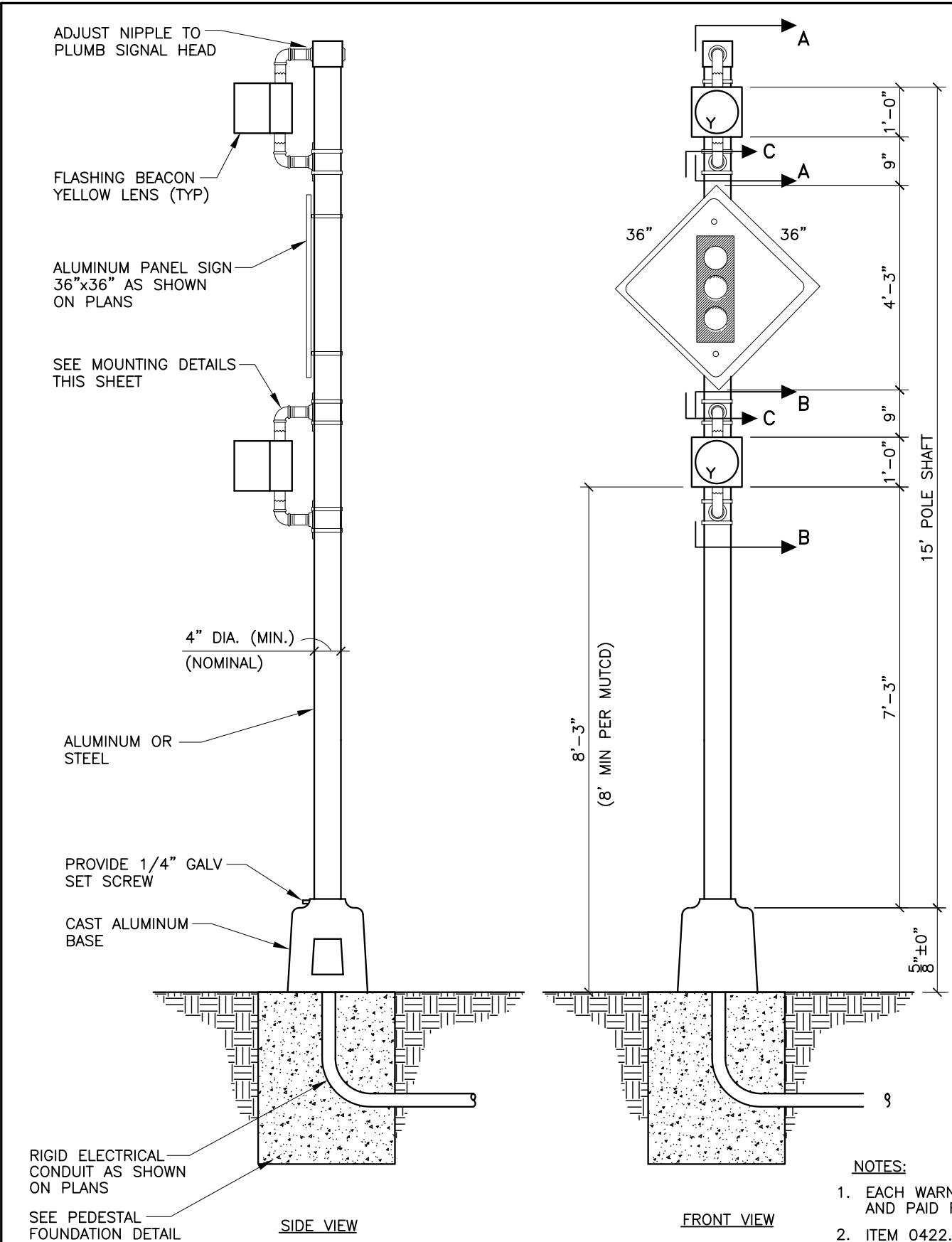
S5-1 (VERTICAL)
TYPICAL SIGN FACE
DETAIL FOR SCHOOL BEACON

COLORS
LEGEND: BLACK(NON-REFLECTIVE)
TOP PANEL: YELLOW
BOTTOM PANEL: WHITE
OUTSIDE BORDER: WHITE
INSIDE BORDER: BLACK

NOTES:

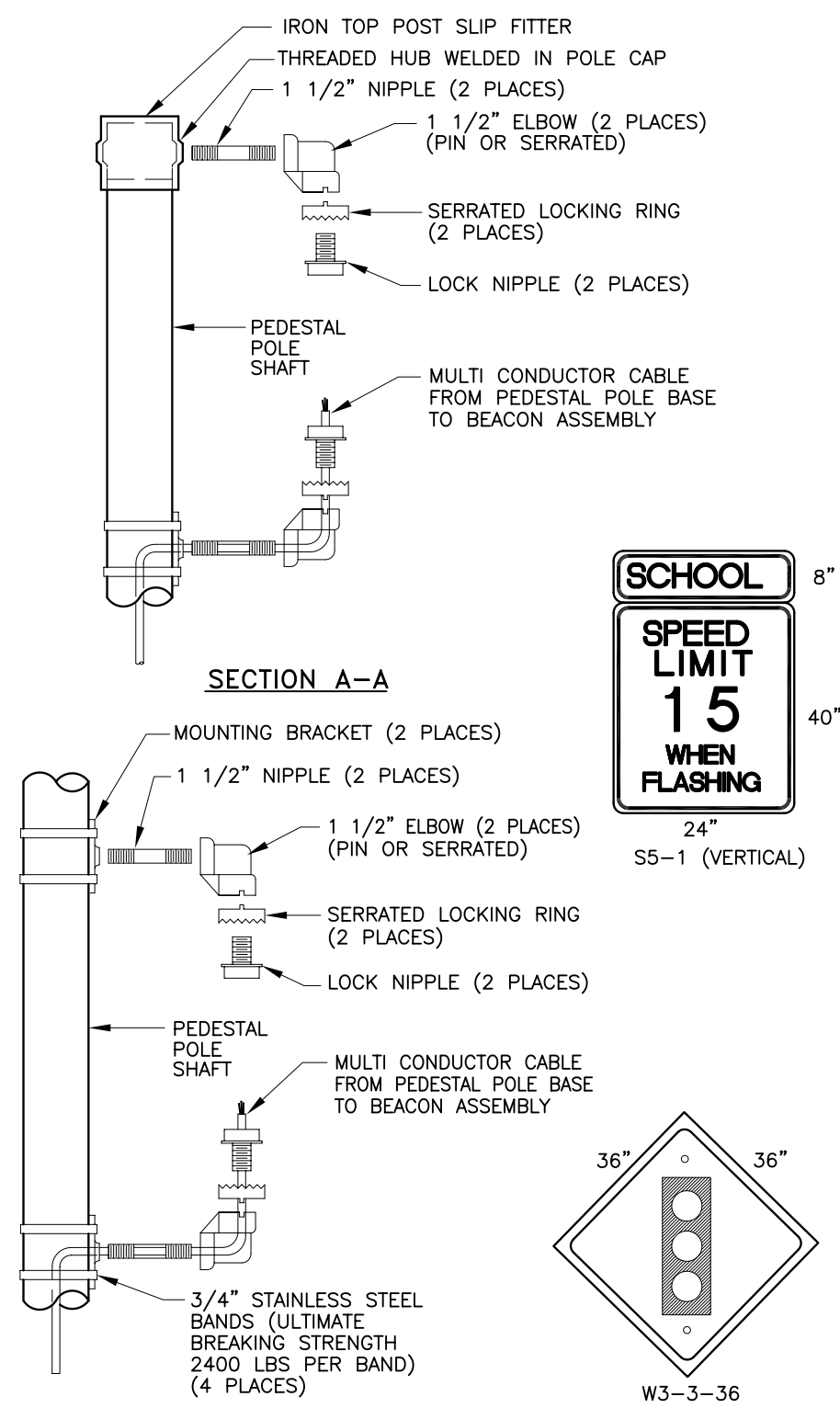
1. EACH SCHOOL BEACON (PEDESTAL) WILL BE MEASURED AND PAID FOR UNDER THE FOLLOWING ITEMS:
ITEM 0422.004 – TRAFFIC SIGNAL PEDESTAL POLE 15' (1 EACH BEACON)
ITEM 0423.001 – TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE (1 EACH BEACON)
ITEM 0427.001 – 1 SECTION TRAFFIC SIGNAL ASSEMBLY (2 EACH BEACON)
ITEM 0450.001 – ALUMINUM PANEL SIGNS (1 EACH BEACON)

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL
	SCHOOL BEACON DETAILS (PEDESTAL)
	DWG. 2566 JANUARY 2003

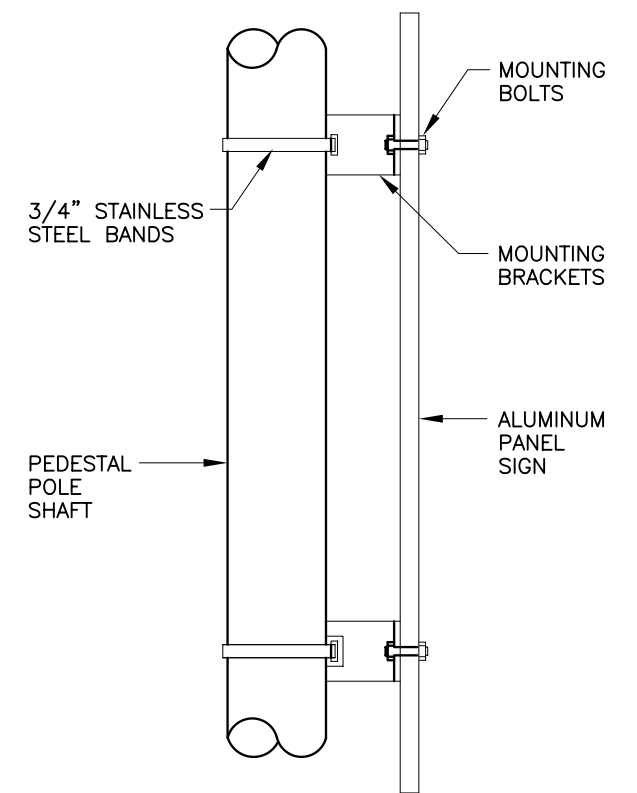
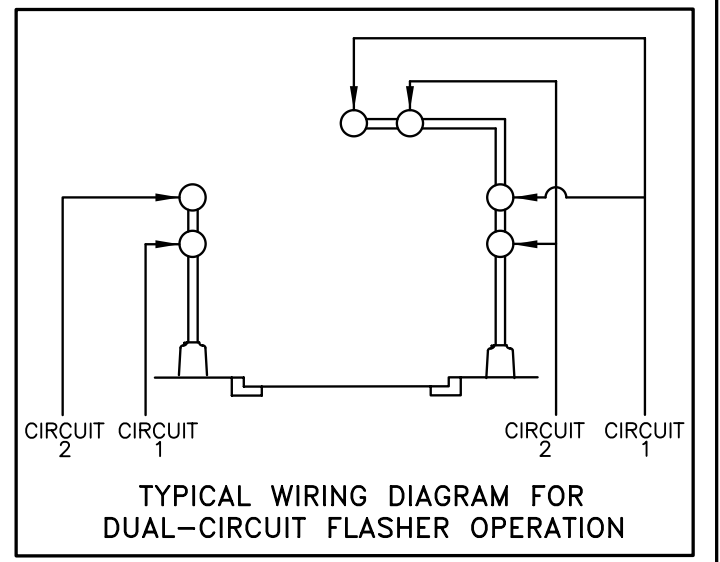


NOTES:

1. EACH WARNING TRAFFIC BEACON WILL BE MEASURED AND PAID FOR UNDER THE FOLLOWING ITEMS:
2. ITEM 0422.004 - TRAFFIC SIGNAL PEDESTAL POLE 15' (1 EACH BEACON)
3. ITEM 0423.001 - TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE (1 EACH BEACON)
4. ITEM 0427.001 - 1 SECTION TRAFFIC SIGNAL ASSEMBLY (2 EACH BEACON)
5. ITEM 0450.001 - ALUMINUM PANEL SIGNS (1 EACH BEACON)



**TYPICAL SIGN FACE DETAIL FOR
HAZARD IDENTIFICATION BEACON**

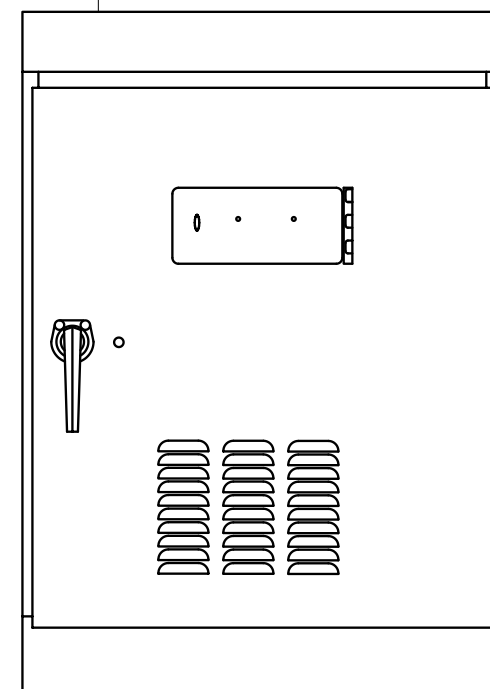
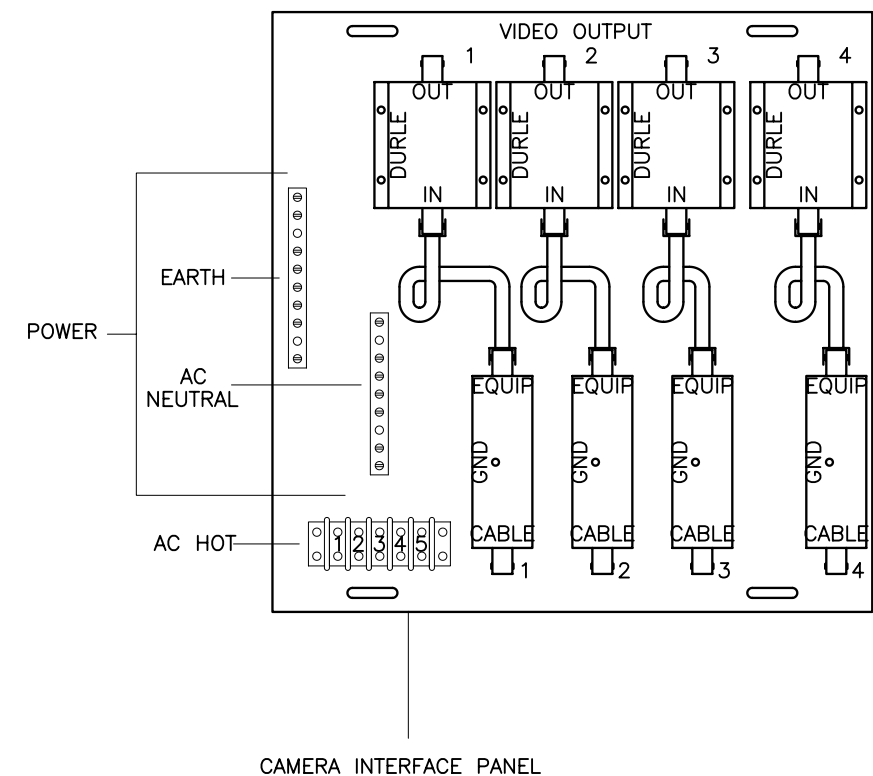
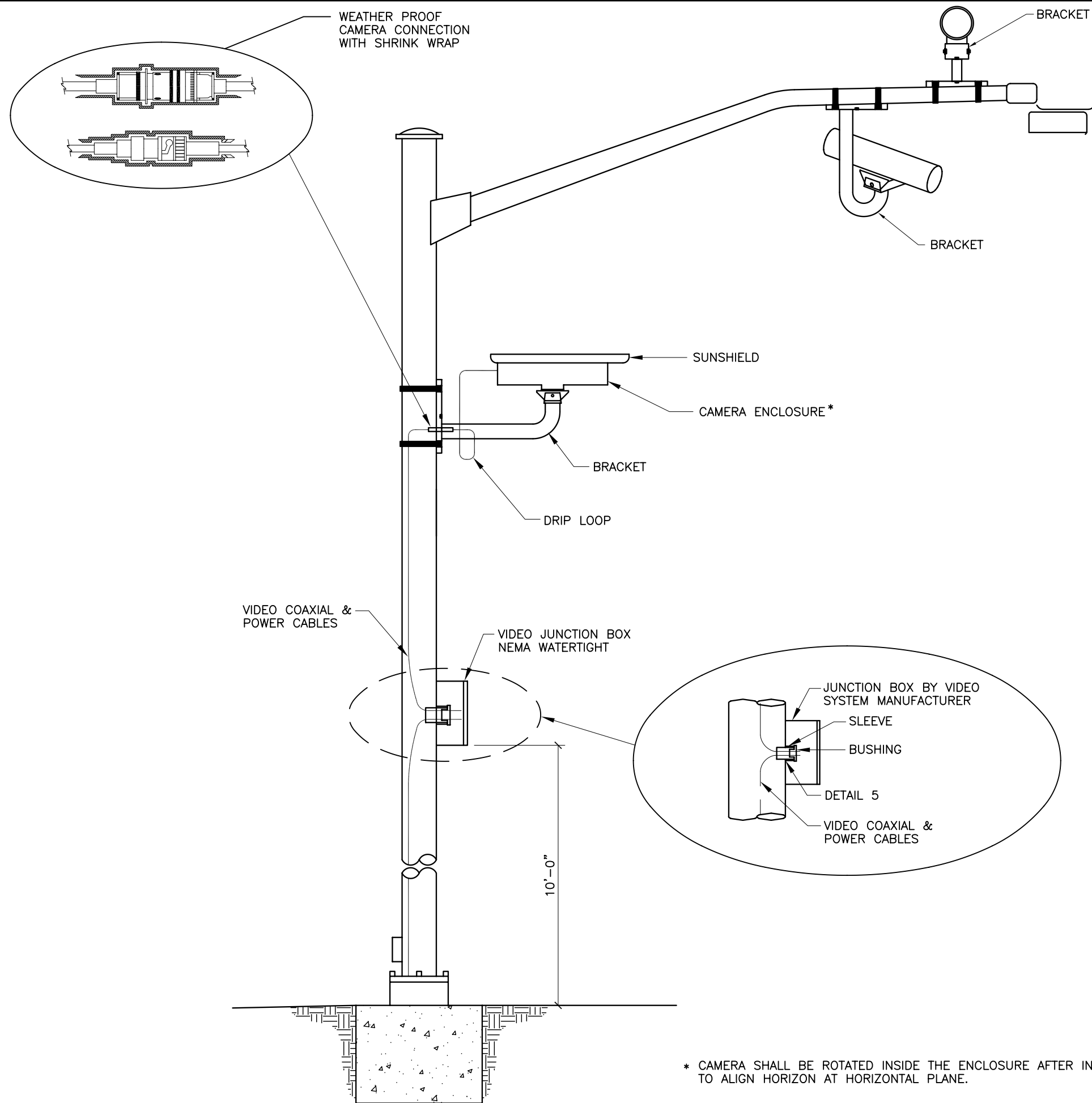


**SIGN MOUNT DETAIL
SECTION C-C**

COLORS

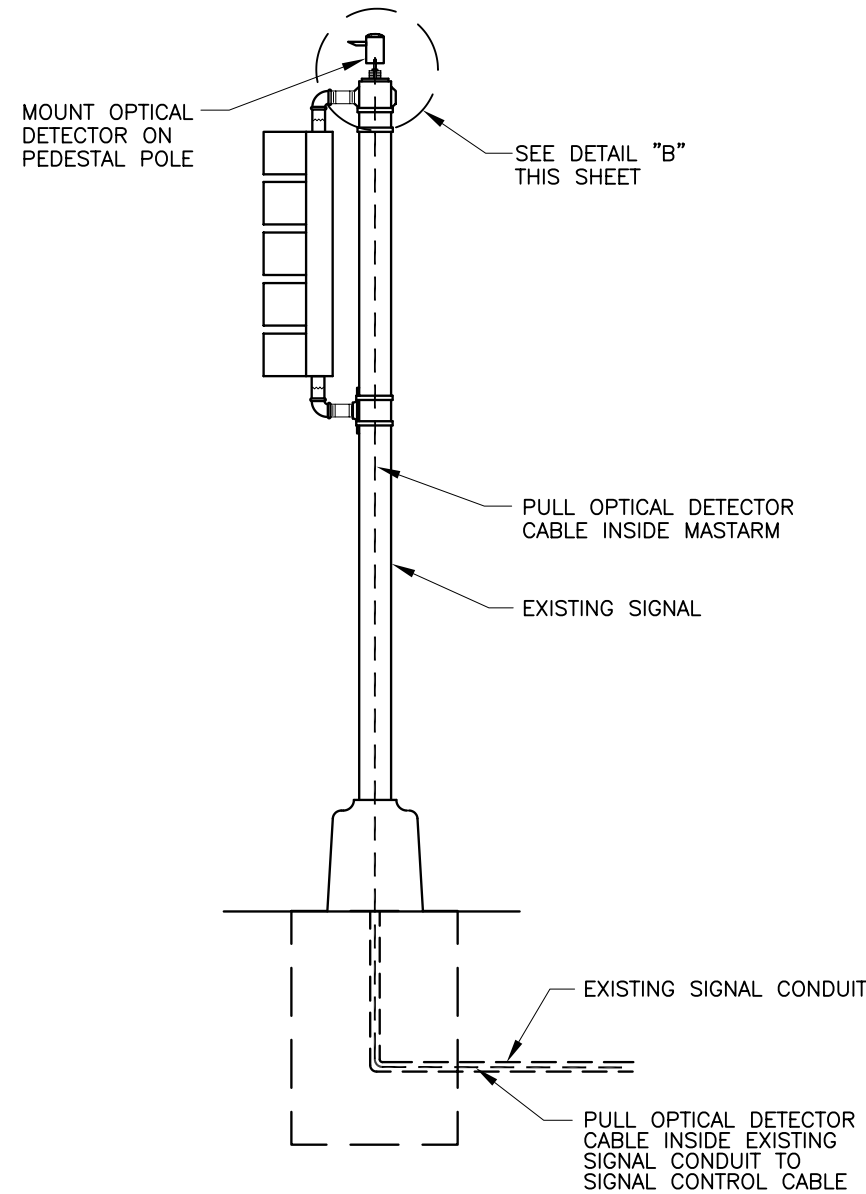
LEGEND: BLACK(NON-REFLECTIVE)
TOP PANEL: YELLOW
BOTTOM PANEL: WHITE
OUTSIDE BORDER: WHITE
INSIDE BORDER: BLACK

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL WARNING TRAFFIC BEACON DETAILS
	DWG. 2566b JANUARY 2003



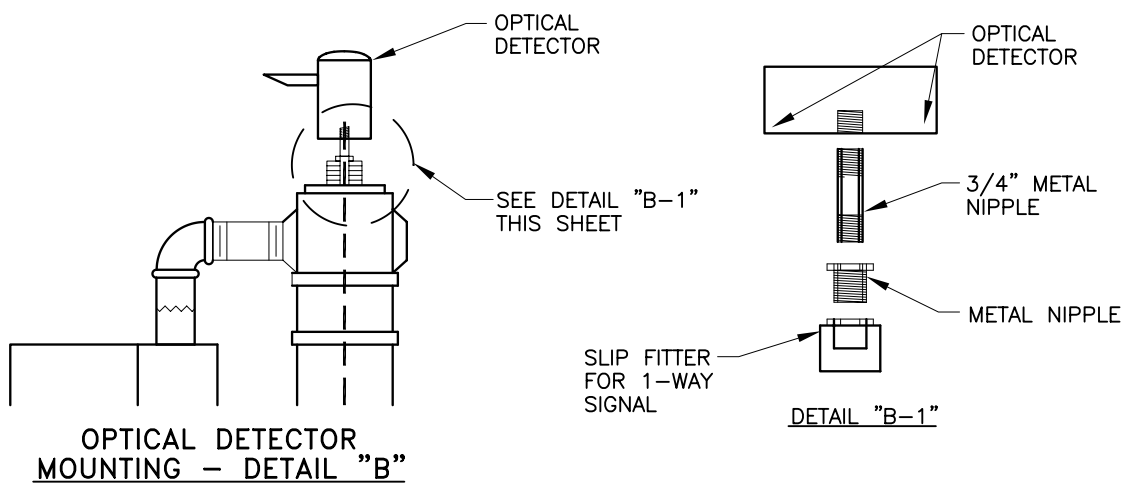
* CAMERA SHALL BE ROTATED INSIDE THE ENCLOSURE AFTER INSTALLATION, TO ALIGN HORIZON AT HORIZONTAL PLANE.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL MACHINE VISION VEHICLE DETECTOR SYSTEMS
	DWG. 2568 JANUARY 2003

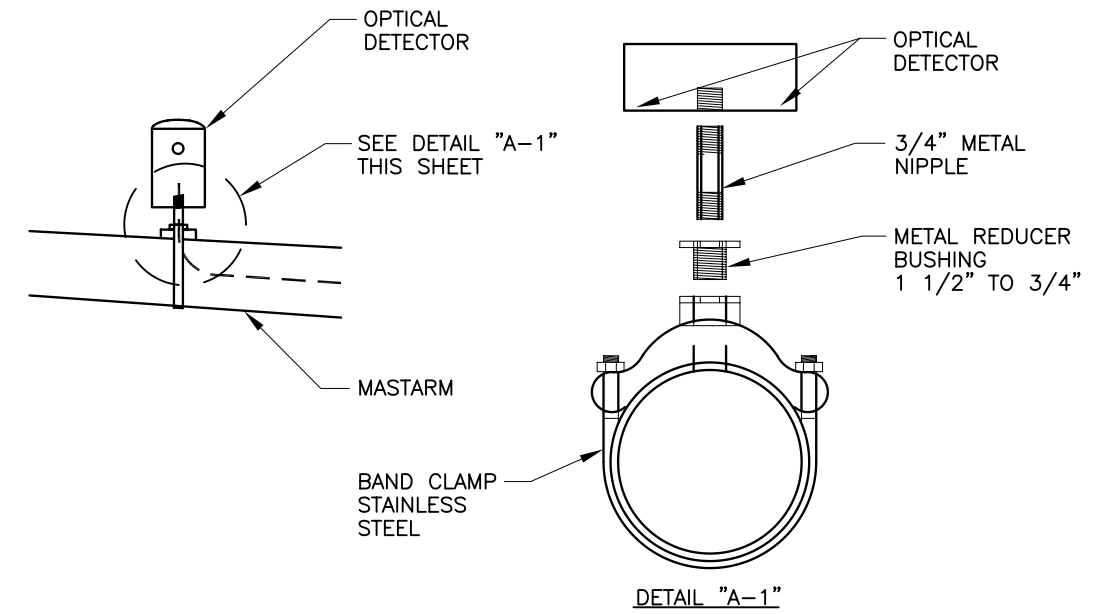
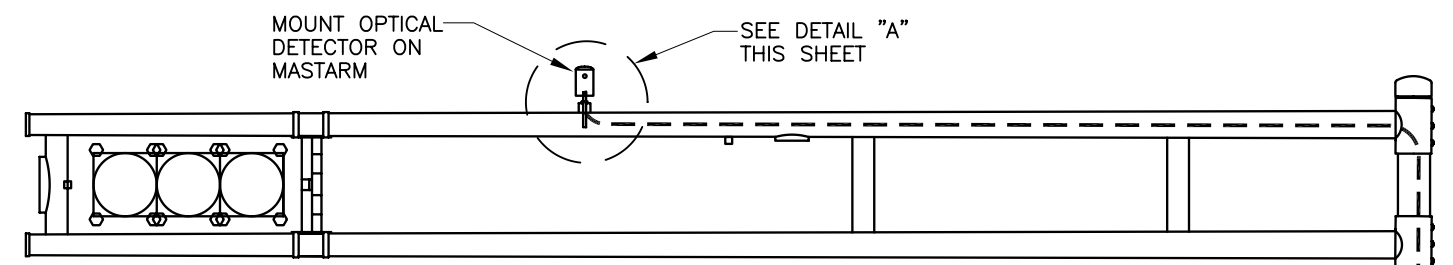


TYPICAL OPTICAL DETECTOR INSTALLATION – PEDESTAL POLE

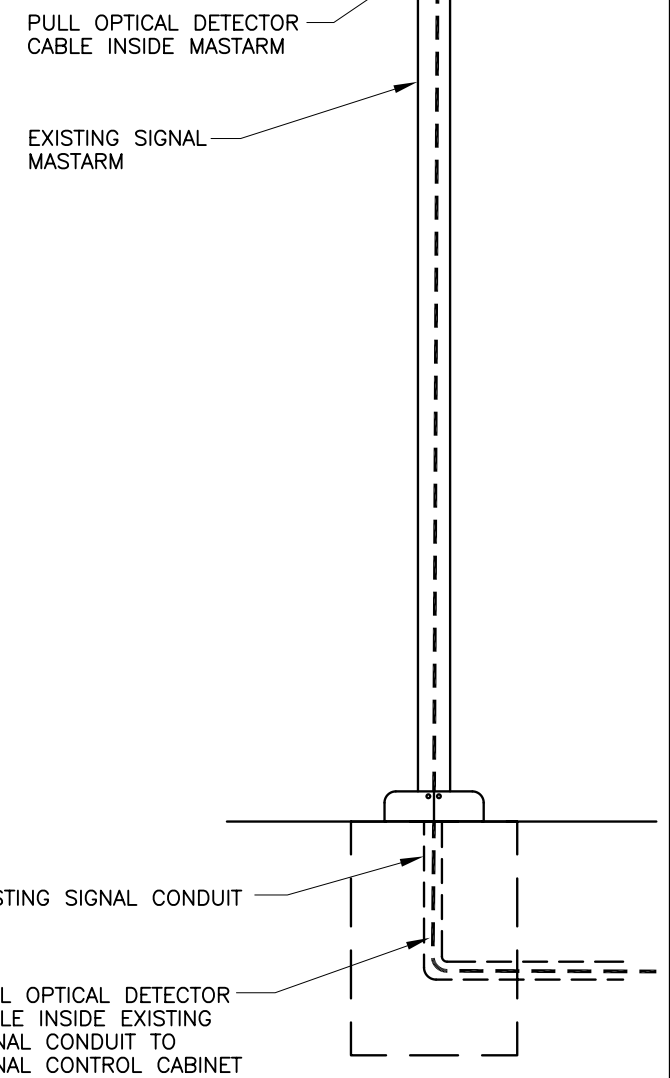
NOTE: OPTICAL DETECTOR SHALL ONLY BE MOUNTED ON PEDESTAL POLES WHEN THERE IS NO MASTARM.



OPTICAL DETECTOR MOUNTING – DETAIL “B”



OPTICAL DETECTOR MOUNTING – DETAIL “A”

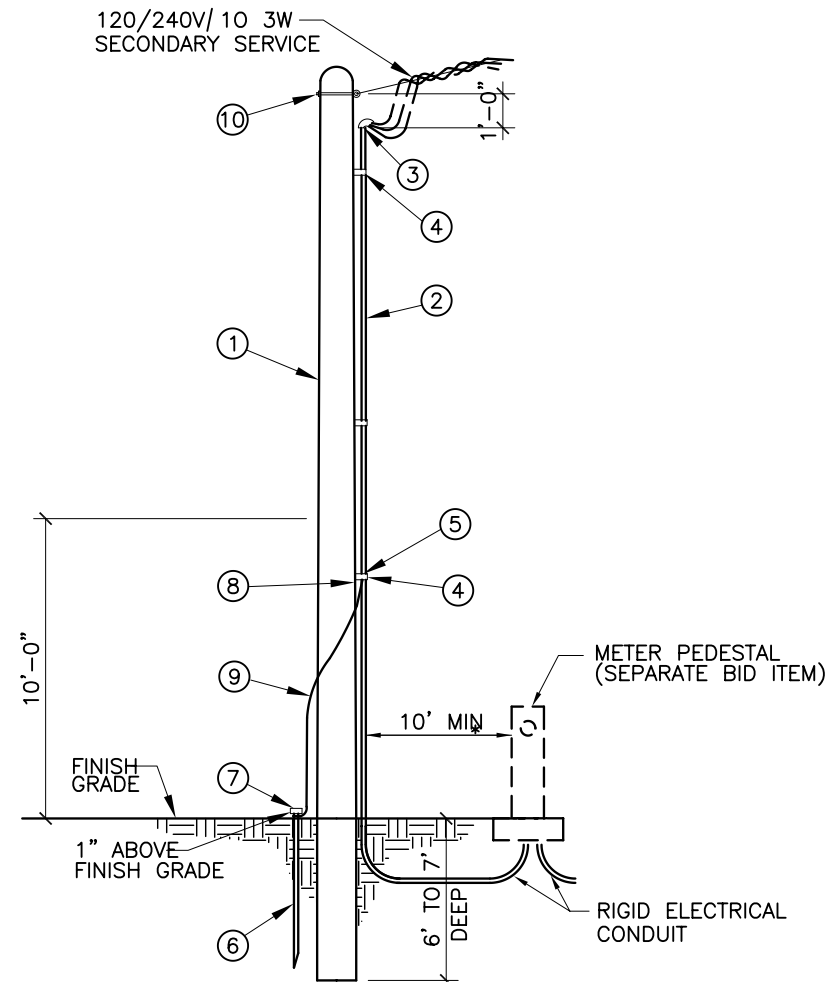


TYPICAL OPTICAL DETECTOR INSTALLATION – MASTARM

NOTES:

1. ALL OPTICAL DETECTOR MOUNTING HARDWARE SHALL CONFORM TO OPTICAL DETECTOR MANUFACTURER'S REQUIREMENTS.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL OPTICAL DETECTOR INSTALLATION DETAILS
	DWG. 2569 JANUARY 2003

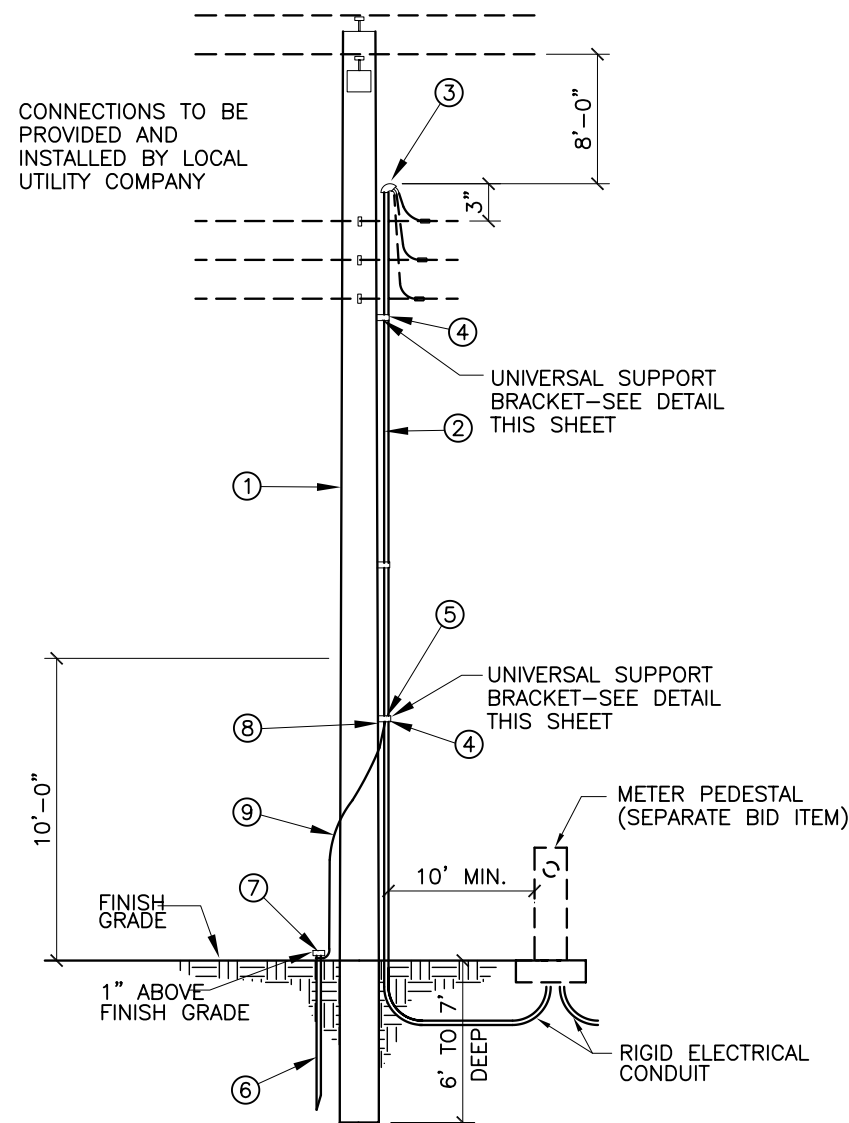


MATERIAL LIST

- ① 1 25' TREATED POLE
- ② 30' 2" GALVANIZED CONDUIT
- ③ 1 2" WEATHER HEAD
- ④ 2 UNIVERSAL SUPPORT BRACKET
- ⑤ 2 2" PIPE STRAP KIT
- ⑥ 1 COPPER WELD 3/4"x10'-0" GROUND ROD
- ⑦ 1 GROUND ROD CLAMP
- ⑧ 1 GROUND LUG
- ⑨ 10' #6 BARE COPPER GROUND WIRE
- ⑩ 1 5/8" EYE BOLT
40' I/C #2 THW BLACK
40' I/C #2 THW WHITE
40' I/C #2 THW RED

SERVICE POLE (SIGNAL)

* CONDUIT AND WIRE EXTENDING MORE THAN 10' FROM POLE WILL BE MEASURED AND PAID PER ACTUAL FOOTAGE USED.

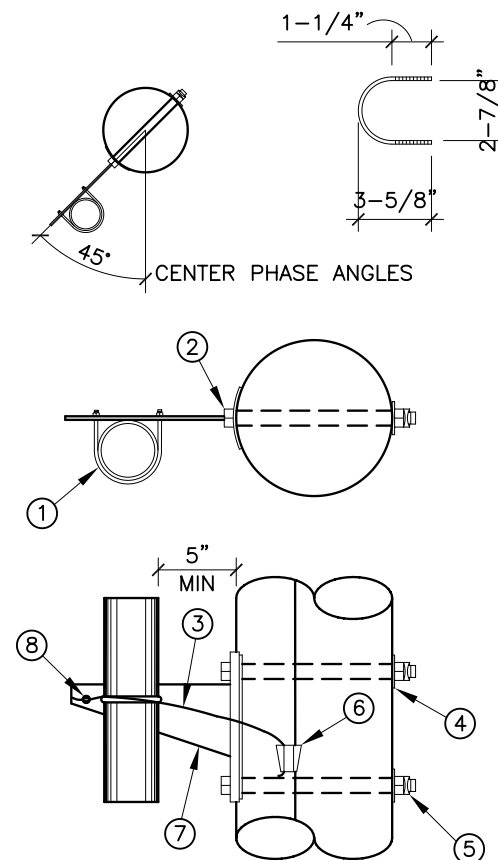


MATERIAL LIST

- ① 1 EXISTING POLE
- ② 40' 2" GALVANIZED CONDUIT
- ③ 1 2" WEATHER HEAD
- ④ 2 UNIVERSAL SUPPORT BRACKET
- ⑤ 2 2" PIPE STRAP KIT
- ⑥ 1 COPPER WELD 3/4"x10'-0" GROUND ROD
- ⑦ 1 GROUND ROD CLAMP
- ⑧ 1 GROUND LUG
- ⑨ 10' #6 BARE COPPER GROUND WIRE
50' I/C #2 THW BLACK
50' I/C #2 THW WHITE
50' I/C #2 THW RED

SERVICE RISER (SIGNAL)

* CONDUIT AND WIRE EXTENDING MORE THAN 10' FROM POLE WILL BE MEASURED AND PAID PER ACTUAL FOOTAGE USED



MATERIAL LIST

- ① 1 U BOLT
- ② 2 5/8" MACHINE BOLTS
- ③ 3' #4 SOLID COPPER WIRE
- ④ 2 2-1/4" SQUARE WASHER
- ⑤ 2 5/8" MF LOCK NUT
- ⑥ 1 LINE TAP
- ⑦ 1 SUPPORT BRACKET
- ⑧ 1 GROUNDING LUG

UNIVERSAL SUPPORT BRACKETS NOTES:

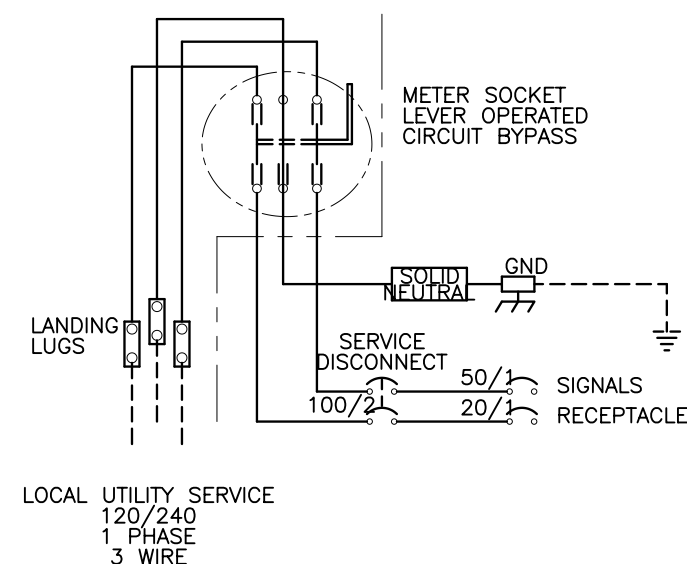
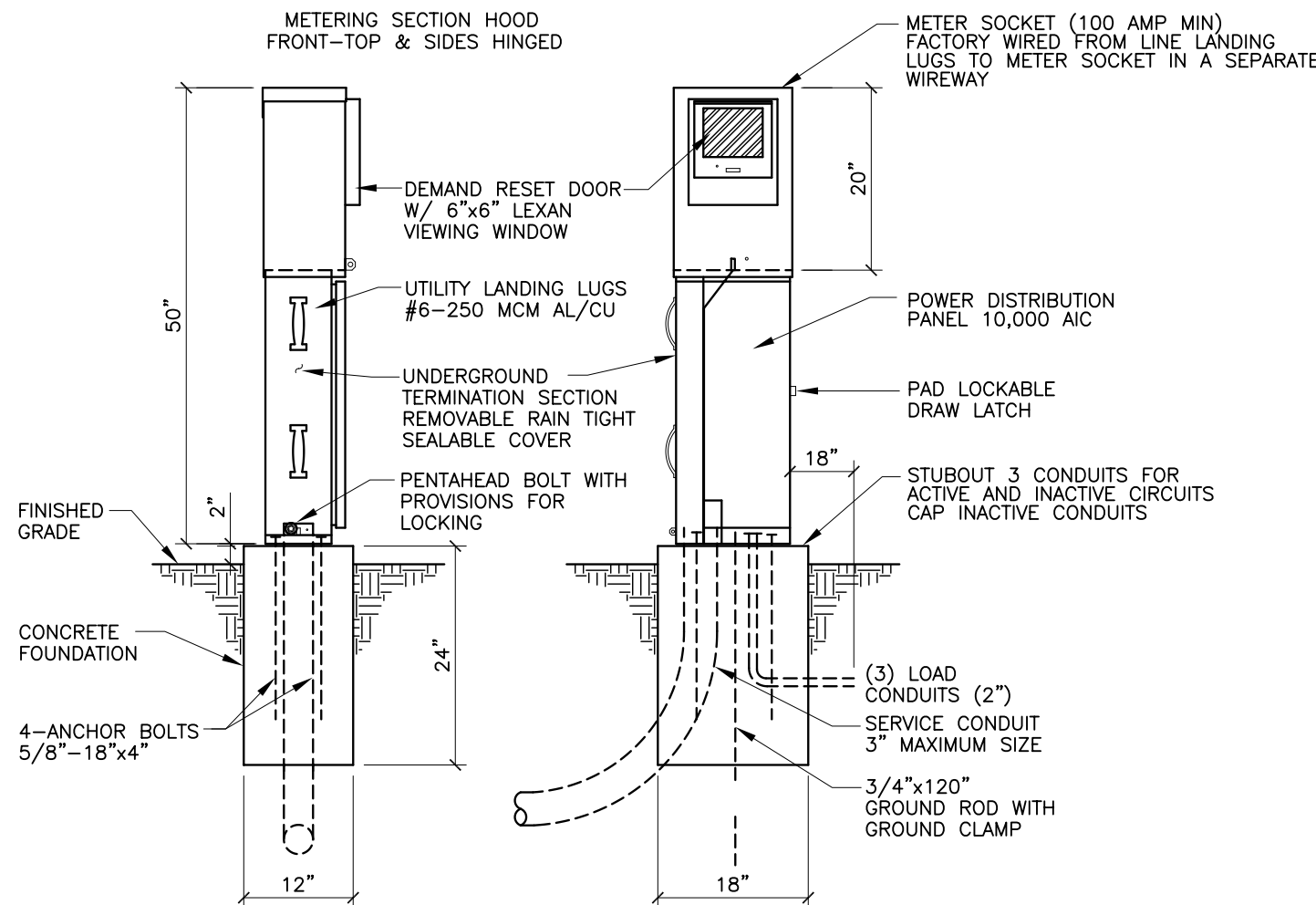
1. BRACKET TO BE FASTENED TO POLE WITH 5/8" GALVANIZED MACHINE BOLTS.
2. BRACKET SUITABLE FOR TWO 2" CONDUITS.
3. TWO HOLE STRAPS ATTACHED AT 30" INTERVALS WITH 2" LAG SCREWS MAY BE USED INSTEAD OF THE SUPPORT BRACKET WHEN THE CONDUIT IS 1" OR LESS. A MAXIMUM OF TWO CONDUITS MAY BE STRAPPED DIRECTLY TO THE POLE.

UNIVERSAL SUPPORT BRACKETS

SIGNAL SERVICE NOTES

1. ALL SIGNAL SERVICE DETAILS, MATERIALS, & INSTALLATION SHALL CONFORM TO THE LOCAL POWER COMPANY REQUIREMENTS.
2. CONTACT LOCAL POWER COMPANY CUSTOMER SERVICES FOR POLE QUADRANT FOR RISERS.
3. ALL ABOVE GRADE CONDUIT SHALL BE GALVANIZED.
4. RISER BRACKET ASSEMBLY MUST BE GROUNDED PER LOCAL POWER COMPANY REQUIREMENTS.
5. CONDUIT AND WIRE EXTENDING MORE THEN 10' FROM POLE WILL BE MEASURED AND PAID PER ACTUAL FOOTAGE USED.
6. UNIVERSAL SUPPORT BRACKETS WILL BE CONSIDERED INCIDENTAL.
7. DRILLING HOLES IN EXISTING STEEL POLES FOR UNIVERSAL SUPPORT BRACKETS WILL NOT BE PERMITTED. BRACKETS SHALL BE MOUNTED ON STEEL POLES WITH STAINLESS STEEL BANDS.
8. PROVIDE ONE 50A, SINGLE POLE, 120V CIRCUIT FOR CONTROLLER SIGNALS.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL ELECTRICAL SERVICE DETAILS
	DWG. 2570 JANUARY 2003



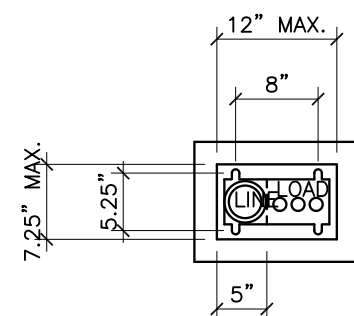
**SERVICE EQUIPMENT
WIRING DIAGRAM "A"**

METER PEDESTAL CONSTRUCTION NOTES

- METER PEDESTAL SHALL BE UL LISTED "INDUSTRIAL CONTROL PANEL" PER UL 508.
- METER PEDESTAL SHALL MEET THE ELECTRIC UTILITY SERVICE EQUIPMENT REQUIREMENTS COMMITTEE (EUSERC) GUIDELINES.
- CONSTRUCTION SHALL BE NEMA 3R AND 12, RAIN TIGHT AND DUST TIGHT. ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
- ALL NUTS, BOLTS, SCREWS AND HINGES SHALL BE STAINLESS STEEL.
- NUTS, BOLTS, AND SCREWS SHALL NOT BE VISIBLE FROM OUTSIDE OF METER PEDESTAL.
- PHENOLIC NAME PLATES SHALL BE PROVIDED AS REQUIRED.
- CIRCUIT BREAKERS SHALL BE CABLE IN-CABLE OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HANDLE POSITION UP="ON", MIDDLE="TRIPPED", DOWN="OFF".
- A PLASTIC COVERED WIRING DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
- METER PEDESTAL SHALL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA STANDARDS.
- ALL POWDER COATED METER PEDESTAL SHALL HAVE A CORROSION RESISTANT COATING WHICH INCLUDES A FIVE STEP DIP TANK METAL PREPARATION PROCESS:
 - ALKALINE CLEANER 160° F.
 - CLEAR WATER RINSE.
 - IRON PHOSPHATE APPLICATION 150°.
 - CLEAR WATER RINSE.
 - INHIBITIVE RINSE TO SEAL PHOSPHATED SURFACES 120°.
 FINISHED WITH AN ELECTROSTATICALLY APPLIED DRY POLYESTER POWDER COATING THEN BAKED @ 380° TO CURE.
- CONCRETE FOUNDATIONS INCLUDING EXCAVATION AND BACKFILL, CONCRETE, AND ANCHOR BOLTS, COMPLETE-IN PLACE, WILL BE CONSIDERED INCIDENTAL TO THE METER PEDESTAL.

LEFT SIDE

FRONT VIEW



BASE PLAN

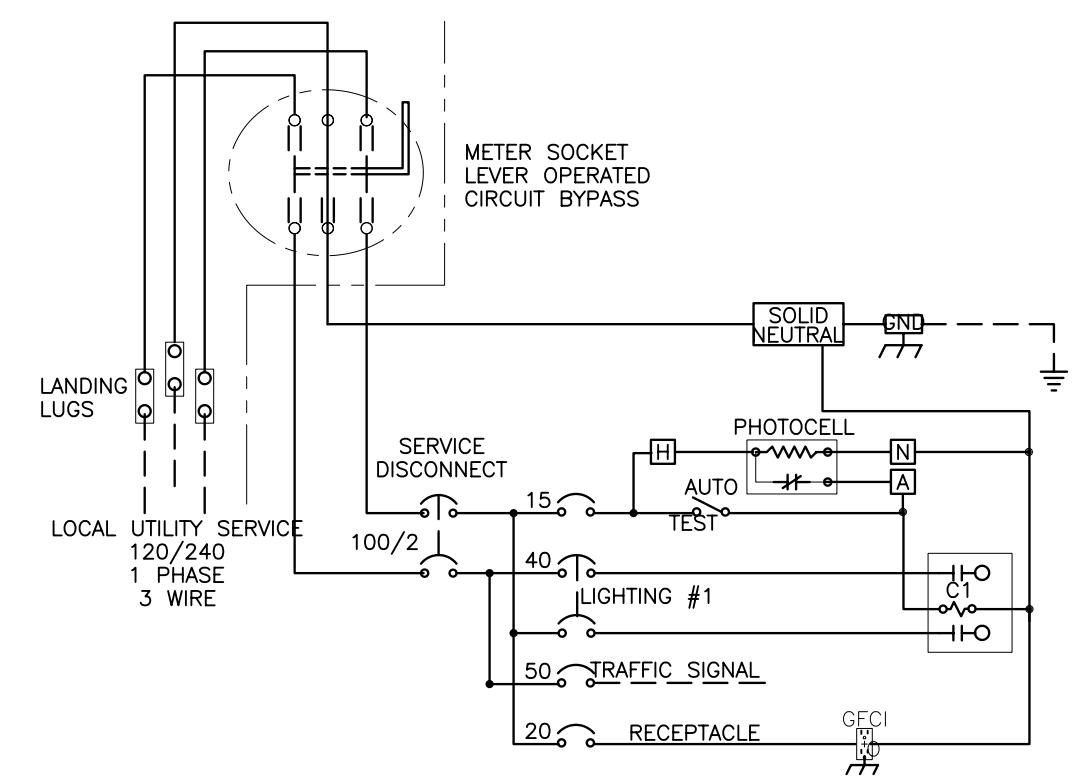
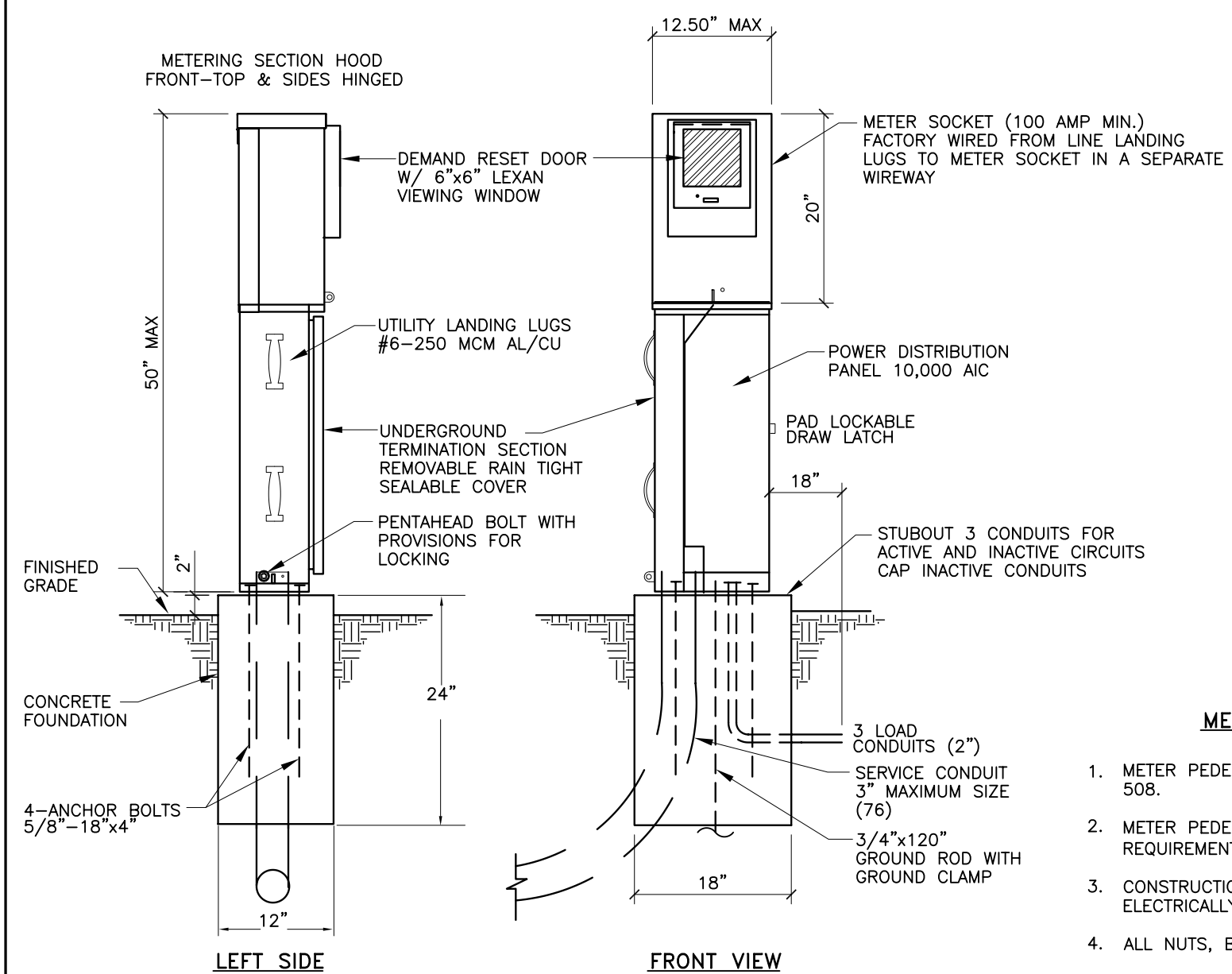
CONSTRUCTION MATERIALS AND FINISH

<input type="checkbox"/> 12 GA HD GALVANIZED SHEET STEEL
<input type="checkbox"/> POWDER COATED
<input type="checkbox"/> 14 GA #304D STAINLESS STEEL SHEET
<input type="checkbox"/> POWDER COATED COLOR:
<input type="checkbox"/> NATURAL
<input type="checkbox"/> 0.125" ALUMINUM SHEET
<input type="checkbox"/> POWDER COATED COLOR:
<input type="checkbox"/> ANODIZED

POWDER COAT COLORS

<input type="checkbox"/> WHITE	<input type="checkbox"/> RANCH GREEN
<input type="checkbox"/> MINT GREEN	<input type="checkbox"/> OTHER _____
<input type="checkbox"/> CAMEL	

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL METER PEDESTAL DETAILS FOR SIGNAL
	DWG. 2571 JANUARY 2003



**SERVICE EQUIPMENT
WIRING DIAGRAM "B"**

METER PEDESTAL CONSTRUCTION NOTES

- METER PEDESTAL SHALL BE UL LISTED "INDUSTRIAL CONTROL PANEL" PER UL 508.
- METER PEDESTAL SHALL MEET THE ELECTRIC UTILITY SERVICE EQUIPMENT REQUIREMENTS COMMITTEE (EUSERC) GUIDELINES.
- CONSTRUCTION SHALL BE NEMA 3R AND 12, RAIN TIGHT AND DUST TIGHT. ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
- ALL NUTS, BOLTS, SCREWS AND HINGES SHALL BE STAINLESS STEEL.
- NUTS, BOLTS, AND SCREWS SHALL NOT BE VISIBLE FROM OUTSIDE OF METER PEDESTAL.
- PHENOLIC NAME PLATES SHALL BE PROVIDED AS REQUIRED.
- CIRCUIT BREAKERS SHALL BE CABLE IN-CABLE OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HANDLE POSITION UP="ON", MIDDLE="TRIPPED", DOWN="OFF".
- A PLASTIC COVERED WIRING DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
- METER PEDESTAL SHALL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA STANDARDS.
- ALL POWDER COATED METER PEDESTAL SHALL HAVE A CORROSION RESISTANT COATING WHICH INCLUDES A FIVE STEP DIP TANK METAL PREPARATION PROCESS:
 - ALKALINE CLEANER 160° F.
 - CLEAR WATER RINSE.
 - IRON PHOSPHATE APPLICATION 150°.
 - CLEAR WATER RINSE.
 - INHIBITIVE RINSE TO SEAL PHOSPHATED SURFACES 120°.
 FINISHED WITH AN ELECTROSTATICALLY APPLIED DRY POLYESTER POWDER COATING THEN BAKED @ 380° TO CURE.
- CONCRETE FOUNDATIONS INCLUDING EXCAVATION AND BACKFILL, CONCRETE, AND ANCHOR BOLTS, COMPLETE-IN PLACE, WILL BE CONSIDERED INCIDENTAL TO THE METER PEDESTAL.

CONSTRUCTION MATERIALS AND FINISH

<input type="checkbox"/> 12 GA HD GALVANIZED SHEET STEEL	<input type="checkbox"/> POWDER COATED
<input type="checkbox"/> 14 GA #304D STAINLESS STEEL SHEET	<input type="checkbox"/> POWDER COATED COLOR:
	<input type="checkbox"/> NATURAL
<input type="checkbox"/> 0.125" ALUMINUM SHEET	<input type="checkbox"/> POWDER COATED COLOR:
	<input type="checkbox"/> ANODIZED

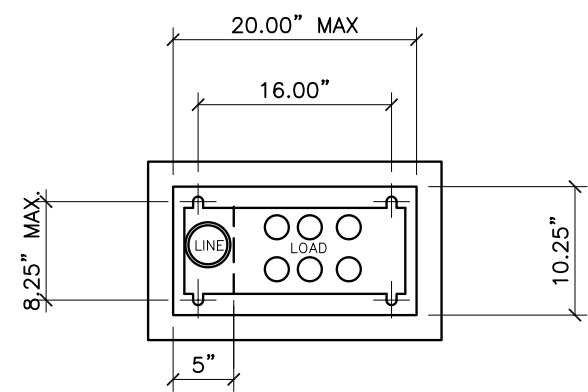
POWDER COAT COLORS

- ☐ WHITE ☐ RANCH GREEN
☐ MINT GREEN ☐ OTHER _____
☐ CAMEL

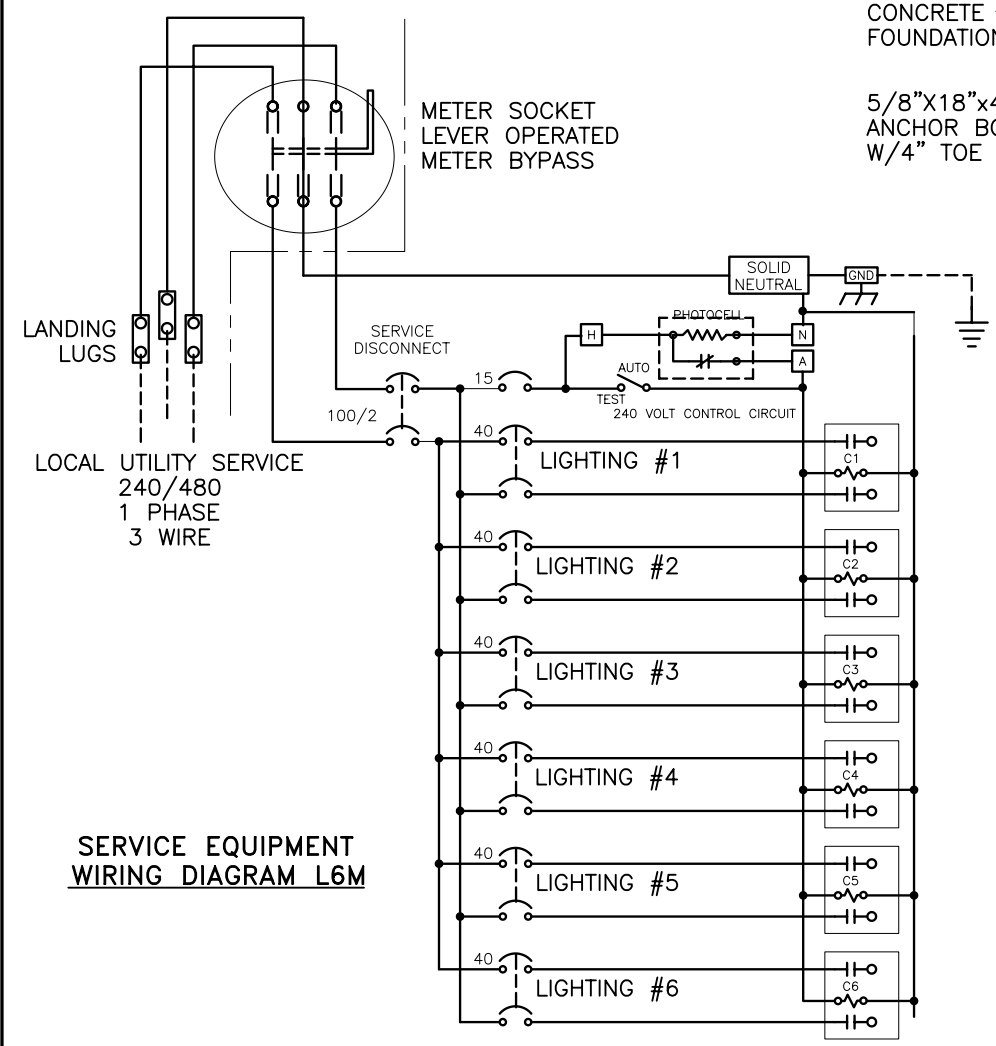
PHOTO ELECTRIC CELL

- ☐ ON LIGHT POLE
☐ IN SERVICE CABINET

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL METER PEDESTAL DETAILS COMBINATION SIGNALS & LIGHTING DWG. 2572 JANUARY 2003

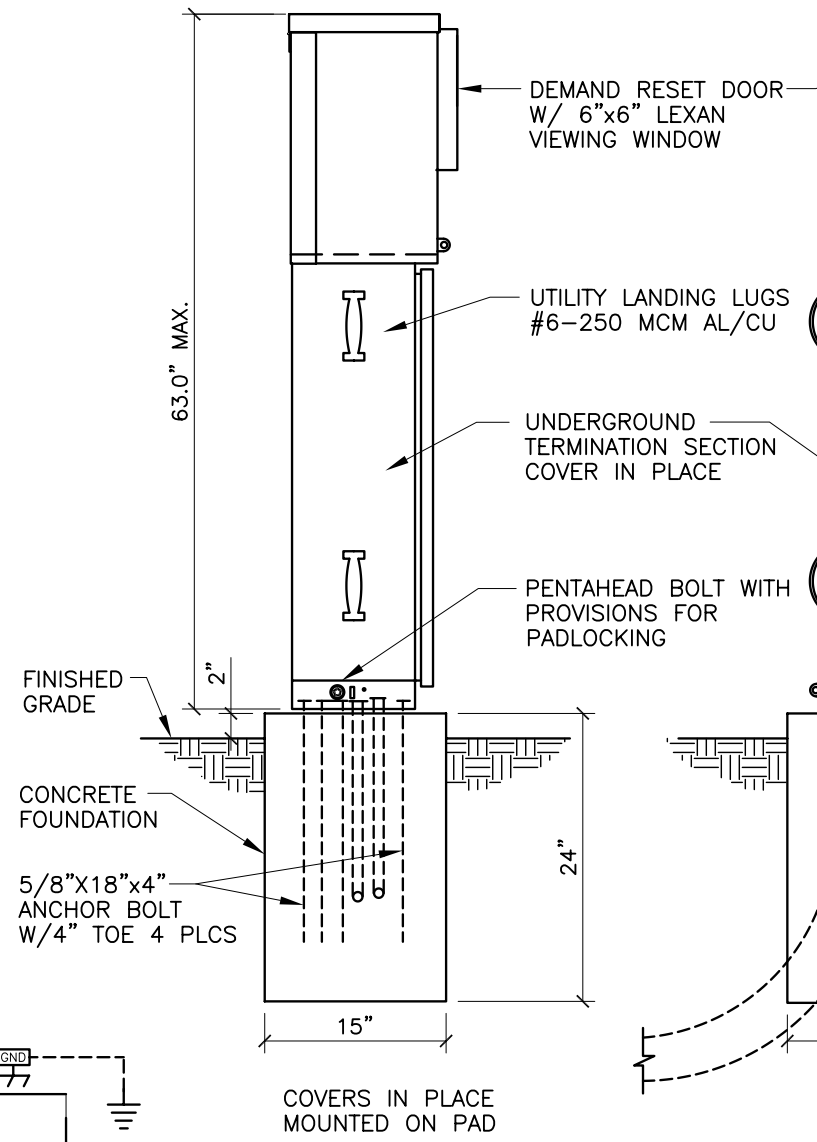


BASE PLAN



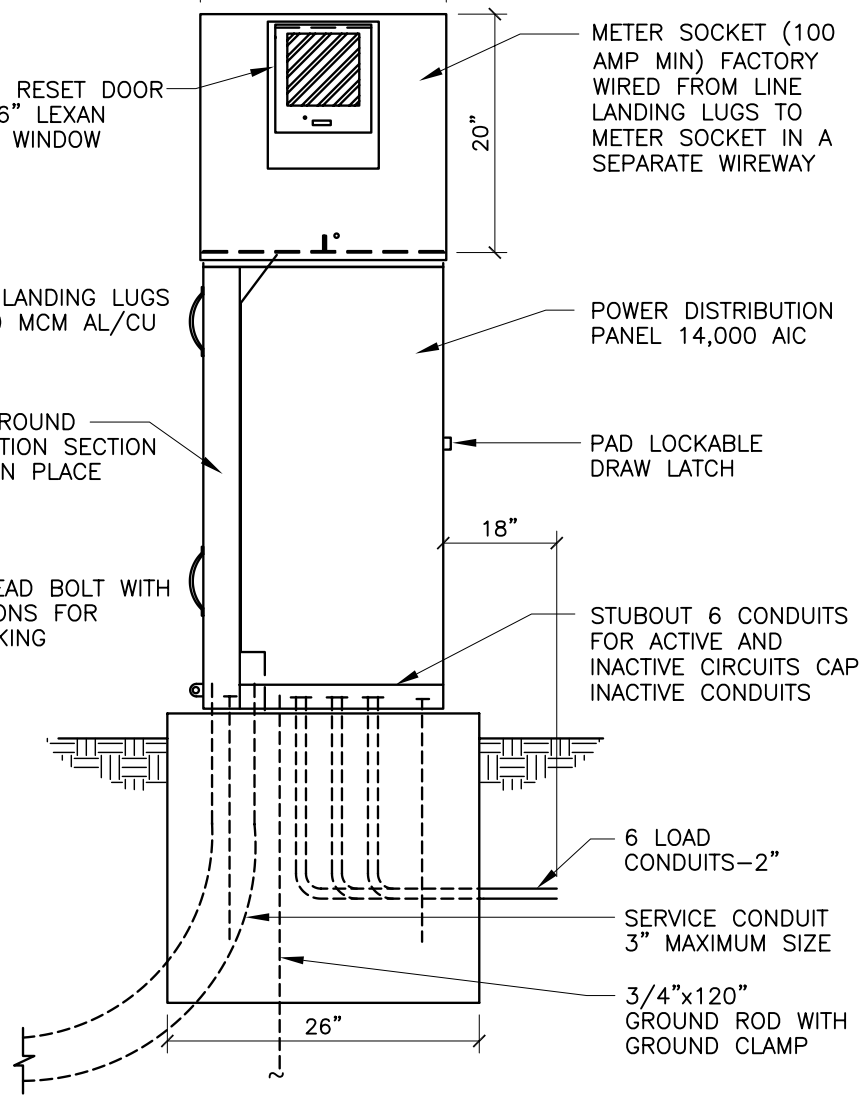
SERVICE EQUIPMENT
WIRING DIAGRAM L6M

METERING SECTION HOOD
FRONT-TOP & SIDES HINGED



LEFT SIDE

20.5" MAX.



FRONT VIEW

CONSTRUCTION MATERIALS AND FINISH

<input type="checkbox"/> 12 GA HD GALVANIZED SHEET STEEL
<input type="checkbox"/> POWDER COATED
<input type="checkbox"/> 14 GA #304D STAINLESS STEEL SHEET
<input type="checkbox"/> POWDER COATED COLOR:
<input type="checkbox"/> NATURAL
<input type="checkbox"/> 0.125" ALUMINUM SHEET
<input type="checkbox"/> POWDER COATED COLOR:
<input type="checkbox"/> ANODIZED

POWDER COAT COLORS

<input type="checkbox"/> WHITE	<input type="checkbox"/> RANCH GREEN
<input type="checkbox"/> MINT GREEN	<input type="checkbox"/> OTHER _____
<input type="checkbox"/> CAMEL	

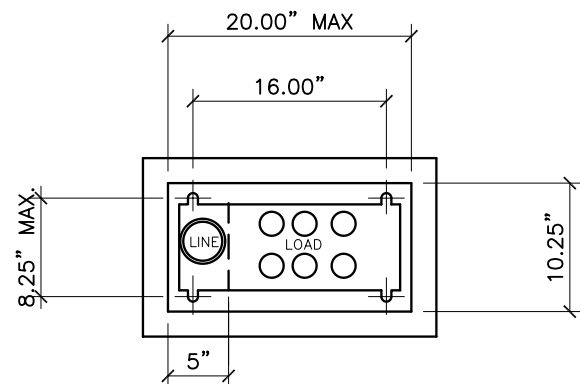
PHOTO ELECTRIC CELL

<input type="checkbox"/> ON LIGHT POLE
<input type="checkbox"/> IN SERVICE CABINET

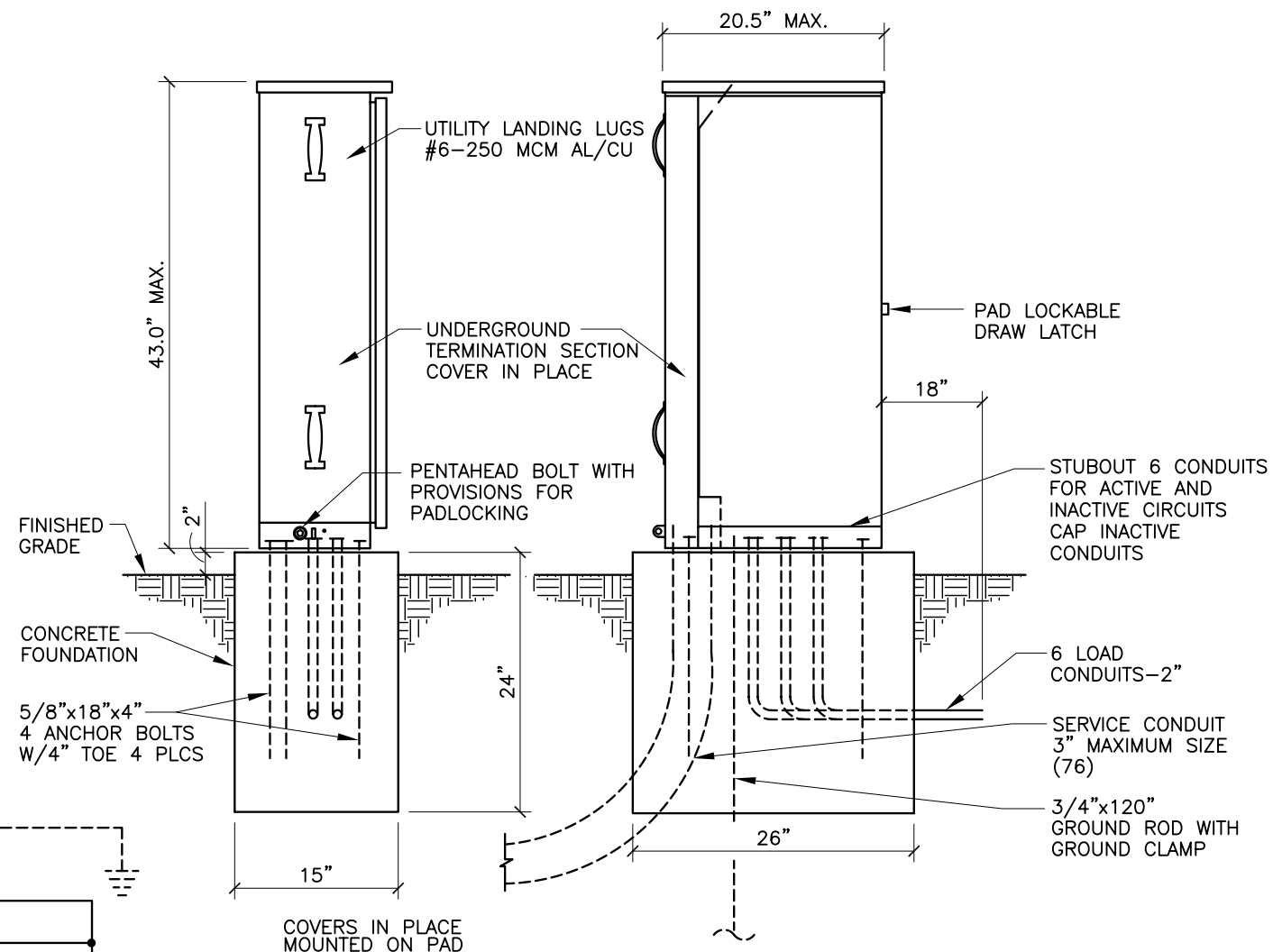
CONTROL CABINET CONSTRUCTION NOTES

- CONTROL CABINET SHALL BE UL LISTED "INDUSTRIAL CONTROL PANEL" PER UL 508.
- CONTROL CABINET SHALL MEET THE ELECTRIC UTILITY SERVICE EQUIPMENT REQUIREMENTS COMMITTEE (EUSERC) GUIDELINES.
- CONSTRUCTION SHALL BE NEMA 3R AND 12, RAIN TIGHT AND DUST TIGHT. ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
- ALL NUTS, BOLTS, SCREWS AND HINGES SHALL BE STAINLESS STEEL.
- NUTS, BOLTS & SCREWS SHALL NOT BE VISIBLE FROM OUTSIDE OF CABINET.
- PHENOLIC NAMEPLATES SHALL BE PROVIDED AS REQUIRED.
- CIRCUIT BREAKERS SHALL BE CABLE IN-CABLE OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HANDLE POSITION UP="ON", MIDDLE="TRIPPED", DOWN="OFF".
- A PLASTIC COVERED WIRING DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
- CABINET SHALL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA STANDARDS.
- ALL POWDER CONTROL COATED CONTROL CABINETS SHALL HAVE A CORROSION RESISTANT COATING WHICH INCLUDES A FIVE STEP DIP TANK METAL PREPARATION PROCESS:
 - ALKALINE CLEANER 160° F.
 - CLEAR WATER RINSE.
 - IRON PHOSPHATE APPLICATION 150° F.
 - CLEAR WATER RINSE.
 - INHIBITIVE RINSE TO SEAL PHOSPHATED SURFACES 120° F.
 FINISHED WITH AN ELECTROSTATICALLY APPLIED DRY POLYESTER POWDER COATING THEN BAKED @ 380° F TO CURE.
- CONCRETE FOUNDATIONS FOR CONTROL CABINET INCLUDING EXCAVATION AND BACKFILL, CONCRETE, GROUND RODS AND ANCHOR BOLTS, COMPLETE IN PLACE, WILL BE CONSIDERED INCIDENTAL TO THE METER CONTROL CABINET.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC STREET LIGHTING CONTROL CABINET SIX CIRCUIT, METERED
	DWG. 2573 JANUARY 2003

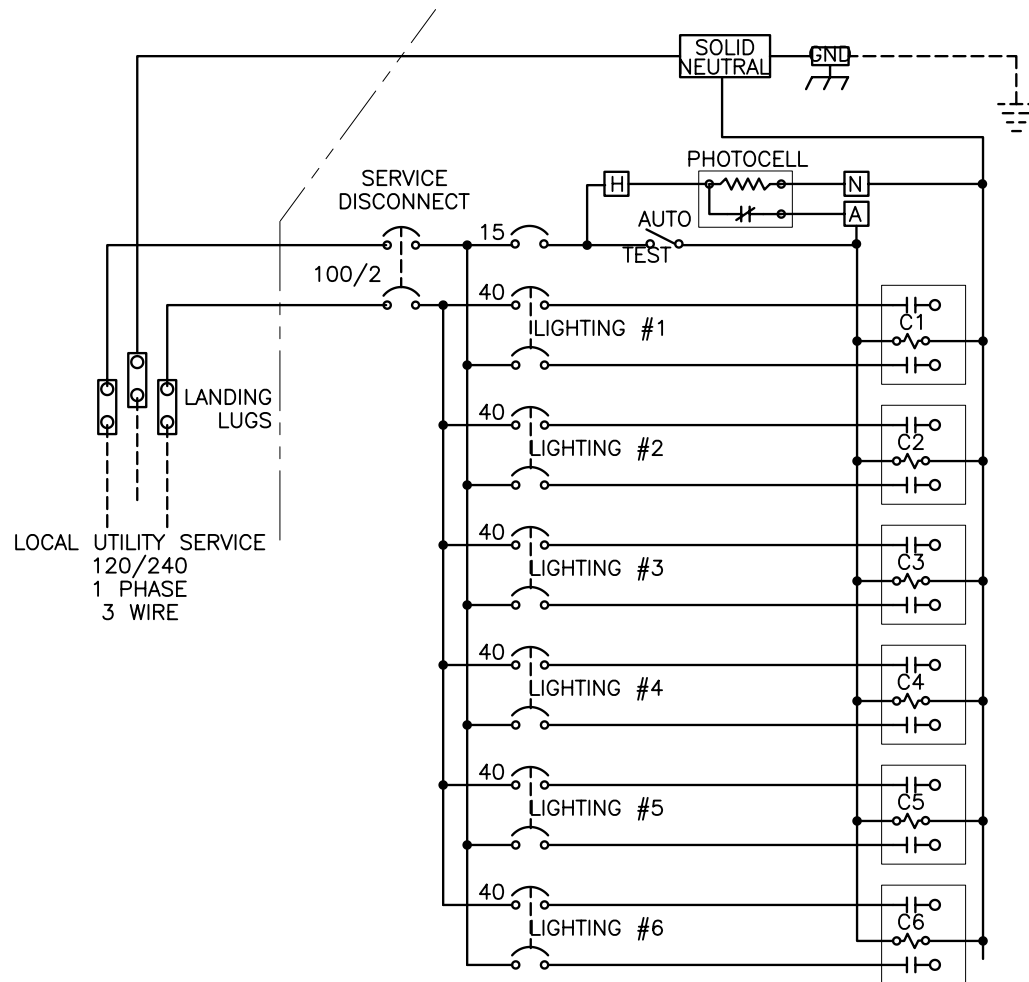


BASE PLAN



LEFT SIDE

FRONT VIEW



**SERVICE EQUIPMENT
WIRING DIAGRAM L6UM**

CONSTRUCTION MATERIALS AND FINISH

<input type="checkbox"/> 12 GA HD GALVANIZED SHEET STEEL
<input type="checkbox"/> POWDER COATED
<input type="checkbox"/> 14 GA #304D STAINLESS STEEL SHEET
<input type="checkbox"/> POWDER COATED COLOR:
<input type="checkbox"/> NATURAL
<input type="checkbox"/> 0.125\"
<input type="checkbox"/> POWDER COATED COLOR:
<input type="checkbox"/> ANODIZED

POWDER COAT COLORS

<input type="checkbox"/> WHITE	<input type="checkbox"/> RANCH GREEN
<input type="checkbox"/> MINT GREEN	<input type="checkbox"/> OTHER _____
<input type="checkbox"/> CAMEL	

PHOTO ELECTRIC CELL

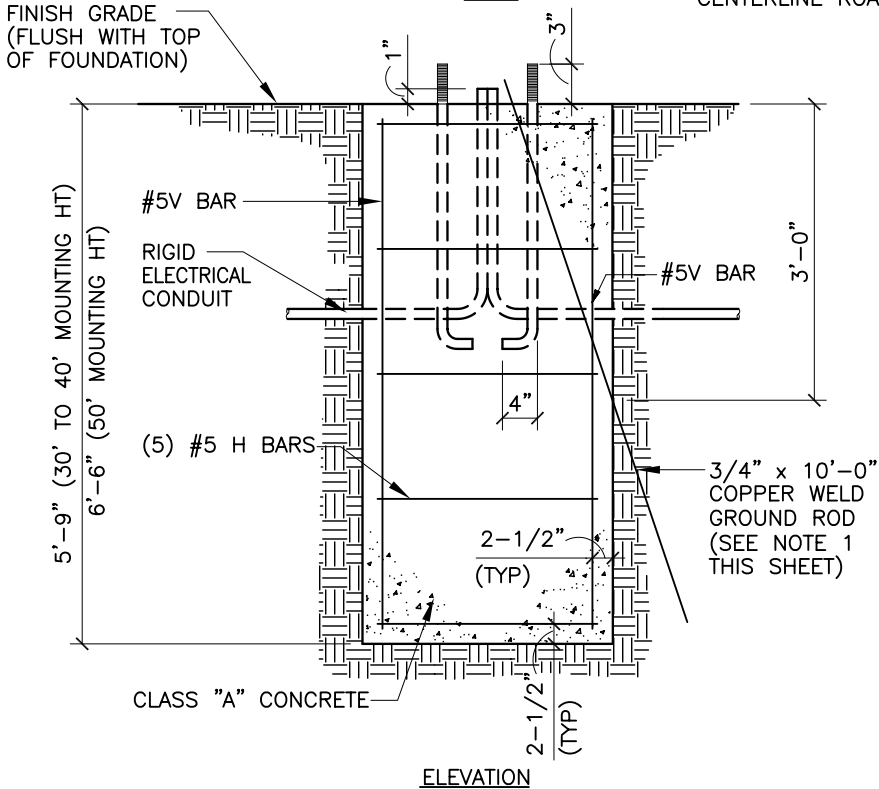
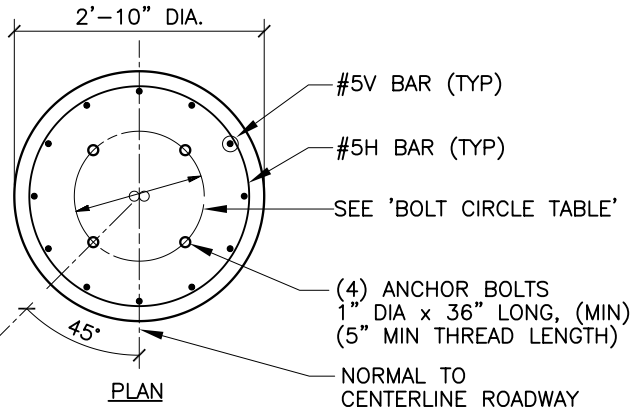
<input type="checkbox"/> ON LIGHT POLE
<input type="checkbox"/> IN SERVICE CABINET

CONTROL CABINET CONSTRUCTION NOTES

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- CIRCUIT BREAKERS SHALL BE CABLE IN-CABLE OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HANDLE POSITION UP="ON", MIDDLE="TRIPPED", DOWN="OFF".
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 - IRON PHOSPHATE APPLICATION 150°.
 - CLEAR WATER RINSE.
 - INHIBITIVE RINSE TO SEAL PHOSPHATED SURFACES 120°.
 FINISHED WITH AN ELECTROSTATICALLY APPLIED DRY POLYESTER POWDER COATING THEN BAKED @ 380° TO CURE.
- CONCRETE FOUNDATIONS FOR CONTROL CABINET INCLUDING EXCAVATION AND BACKFILL, CONCRETE, GROUND RODS AND ANCHOR BOLTS, COMPLETE IN PLACE, WILL BE CONSIDERED INCIDENTAL TO THE CONTROL CABINET.

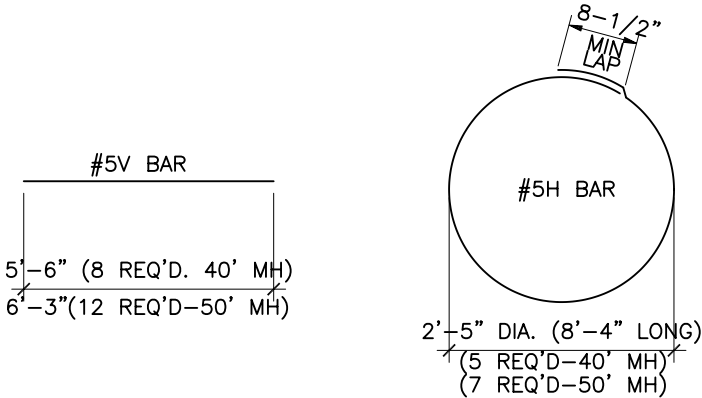
REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC STREET LIGHTING CONTROL CABINET- SIX CIRCUIT UNMETERED DWG. 2574 JANUARY 2003

BOLT CIRCLE TABLE		
MOUNTING HEIGHT	NUMBER OF ARMS	BOLT CIRCLE
30'-35'	1 OR 2	11" OR 12"
40'	1	11" OR 12"
40'	2	14" OR 15"
50'	1	14" OR 15"
50'	2	14" OR 16"

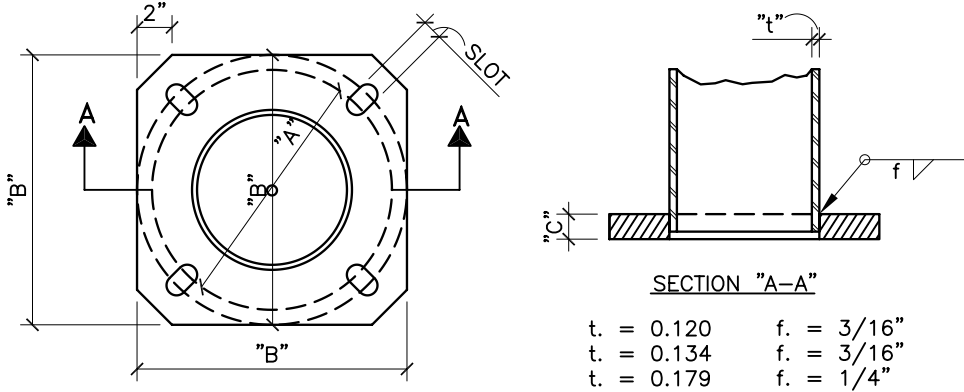


FOUNDATION DETAILS

ESTIMATED FOUNDATION QUANTITIES		
ITEM	30' TO 40' MOUNTING HT	50' MOUNTING HT
REINFORCING BARS, GRADE 60	92 LBS	139 LBS
PORTLAND CEMENT CONCRETE CLASS "A"	1.33 CU YDS	1.5 CU YDS



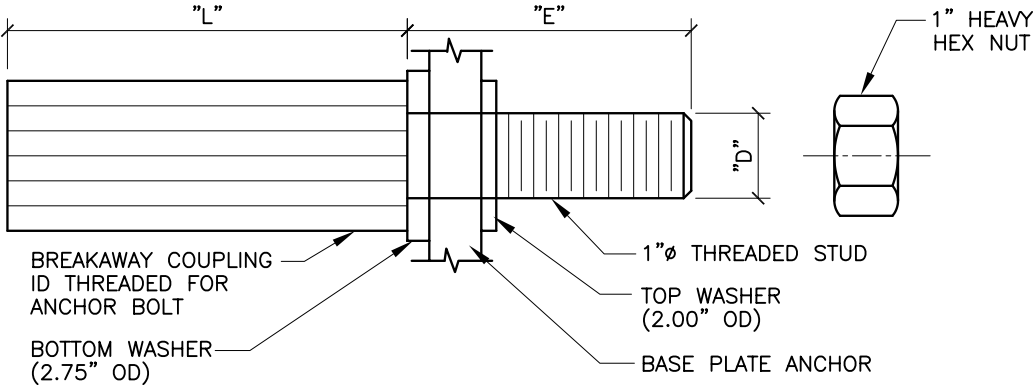
REINFORCING BARS



DIMENSION TABLE					
MOUNTING HEIGHT	NUMBER OF ARMS	DIMENSIONS (INCHES)			
		A (MIN)	B (MAX)	C	
30'-35'	1 OR 2	11	16	1"	1.13" x 3.69"
40'	1 OR 2	11	16	1"	1.13" x 3.69"
50'	1 OR 2	14	16	1"	1.13" x 2.19"

ANCHOR BASE SHALL BE FABRICATED FROM PLATE STEEL CONFORMING TO ASTM A-36 AND SHALL BE WELDED TO POLE SHAFT PRIOR TO GALVANIZING SHAFT.

ANCHOR BASE DETAIL



DIMENSION TABLE						
D	THREAD	MINIMUM TENSILE STRENGTH	RESTRAINED SHEAR		NUT TORQUE ±25 FT-LBS	
			MIN	MAX		
1"	8 UNC	25 KIPS	30 KIPS	7.5 KIPS	175	4-3/4" 3-5/16"

BREAKAWAY SUPPORT COUPLING SHALL CONFORM TO THE REQUIREMENTS OF AASHTO STANDARDS FOR BREAKAWAY SUPPORTS.

BREAKAWAY COUPLINGS SHOULD NOT BE USED ON 50' DOUBLE ARM POLES.

COUPLING SHALL BE FABRICATED FROM EITHER DIE CAST ALUMINUM ALLOY 380 ACCORDING TO ASTM B-85, OR EXTRUDED FROM ALLOY 2024-T8511 ACCORDING TO ASTM A-153.

WASHERS SHALL BE FABRICATED FROM ASTM A-36 STEEL PLATE AND SHALL BE GALVANIZED ACCORDING TO ASTM A-153.

HEX NUTS SHALL MEET THE REQUIREMENTS OF ASTM A-563 GRADE A, AND ANSI 18.2.2 HEX TYPE AND SHALL BE GALVANIZED ACCORDING TO ASTM A-153.

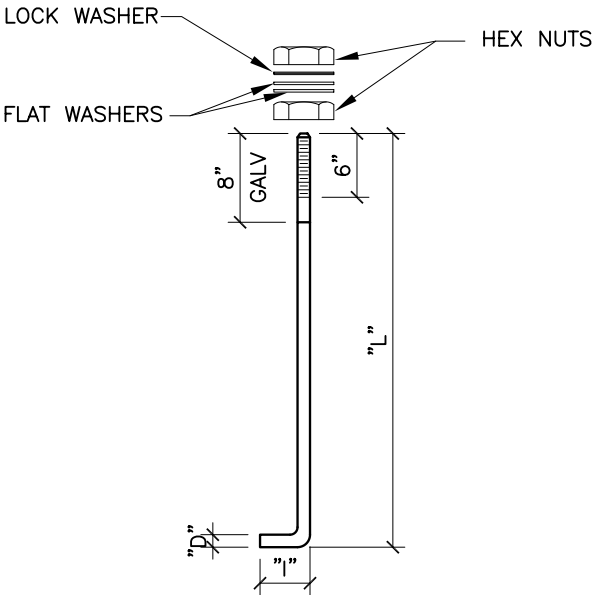
THREADED STUD SHALL MEET THE REQUIREMENT OF ASTM A-675 GRADE 90 AND IS GALVANIZED WITH ASTM A-153, OR IS FABRICATED FROM ANSI STAINLESS STEEL.

WHEN COUPLINGS ARE FURNISHED, EACH LIGHT POLE SHALL BE FURNISHED WITH FOUR (4) COUPLINGS AND THREADED STUDS, EIGHT (8) FLAT WASHERS, AND FOUR (4) HEX NUTS.

BREAKAWAY SUPPORT COUPLING

GENERAL NOTES:

- ALL FOUNDATIONS SHALL INCLUDE COPPER WELD GROUND RODS AS SHOWN WHICH SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE FOUNDATION. NO PRICE OR PAYMENTS SHALL BE MADE THEREFOR.
- WELDING SHALL BE IN ACCORDANCE WITH SECTION 1.4.2 OF AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.
- ALUMINUM STANDARDS MAY UTILIZE EITHER AN APPROVED ALUMINUM BASE OR BREAKAWAY COUPLINGS.



DIMENSION TABLE					
MOUNTING HEIGHT	NUMBER OF ARMS	D	L	I	UNC
30'-50'	1 OR 2	1"	36	4	8

ANCHOR BOLTS SHALL BE HOT BENT AND SHALL MEET THE REQUIREMENTS OF ASTM A-675 GRADE 90, NUTS MEET THE REQUIREMENTS OF ASTM A-563 GRADE A, AND ANSI B18.2.

FLAT WASHERS SHALL MEET THE REQUIREMENTS OF ANSI B27.2 HEAVY WASHERS.

LOCK WASHERS SHALL MEET THE REQUIREMENTS OF ANSI B18.21.1 HEAVY WASHERS.

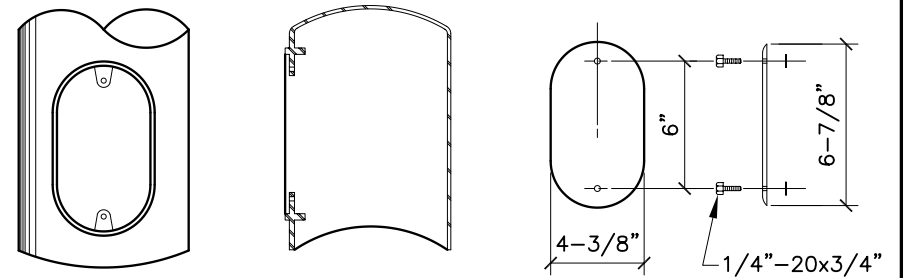
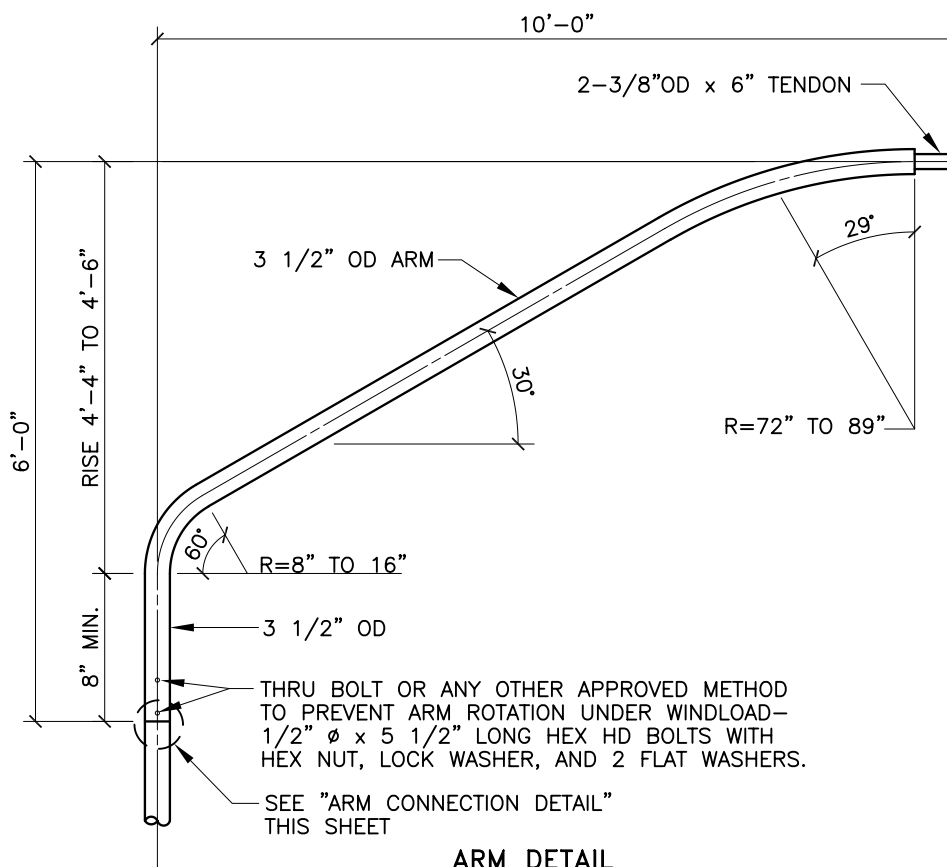
BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153.

FOUR (4) ANCHOR BOLTS, EIGHT(8) HEX NUTS, EIGHT (8) FLAT WASHERS, AND FOUR (4) LOCK WASHERS SHALL BE FURNISHED WITH EACH POLE.

NUTS, FLAT WASHERS, AND LOCK WASHERS FURNISHED FOR BREAKAWAY SUPPORTS SHALL BE SPECIFIED ON DETAILS.

ANCHOR BOLTS

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC STREET LIGHTING FOUNDATION & MISCELLANEOUS DETAILS
	DWG. 2580 JANUARY 2003



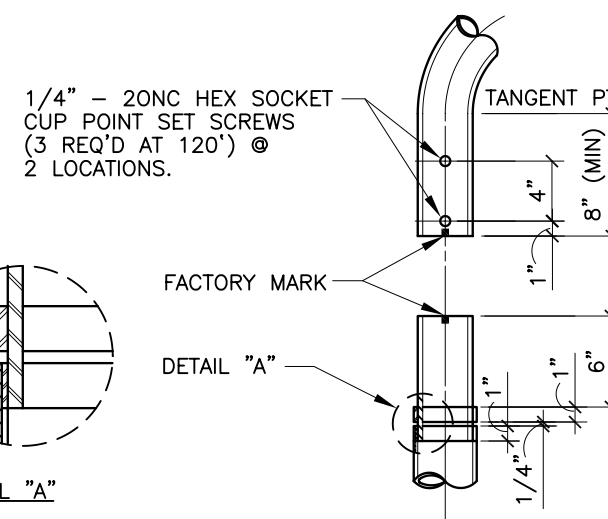
HANDHOLE REINFORCEMENT1. SHALL BE FORGED FROM STEEL CONFORMING TO ASTM A-576, GRADE 1021, OR SHALL BE FABRICATED FROM 3/16" WALL TUBING CONFORMING TO ASTM A-36; OR CAST FROM STEEL CONFORMING TO ASTM A-27, GRADE 65-35. OR 6" STANDARD BLACK PIPE (0-280" WALL) ASTM A-53 GRADE B.

REINFORCEMENT SHALL BE WELDED TO THE POLE SHAFT IN THE 90 DEGREE LOCATION, PRIOR TO GALVANIZING POLE SHAFT. COVER SHALL BE FABRICATED FROM 3/16" SHEET STEEL OR ALUMINUM. STEEL COVER IS GALVANIZED ACCORDING TO ASTM A-153. COVER SHALL BE EQUIPPED WITH TWO (2) AISI 304 STAINLESS STEEL 1/4" - 20 x 3/4" HEX CAP SCREW AND TWO (2) CAPTIVE WASHERS.

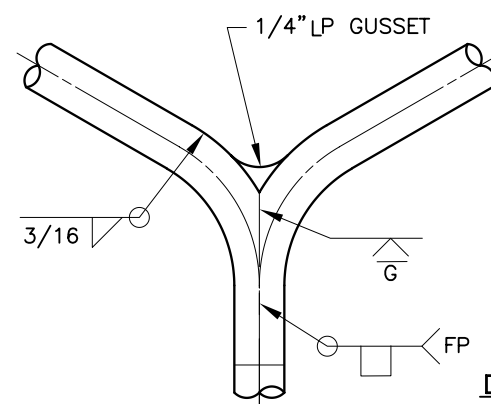
PROVISION FOR INTERNAL GROUNDING SHALL BE PROVIDED BY A TAPPED HOLE.

HANDHOLE REINFORCEMENT SHALL STRENGTHEN POLE SHAFT SECTION TO THAT OF A SHAFT FABRICATED WITHOUT A HANDHOLE.

ARM DETAIL

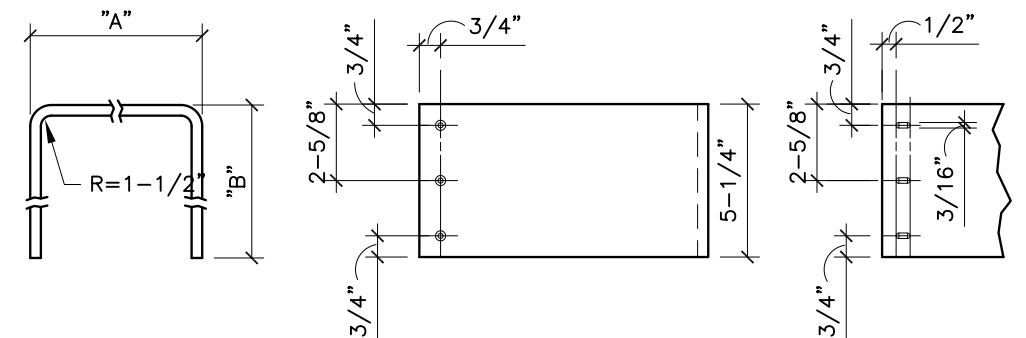


ARM CONNECTION DETAIL



DOUBLE ARM CONNECTION DETAIL

HANDHOLE DETAILS



SPECIFICATION:

SKIRT COVER SHALL BE FABRICATED FROM 1/16" SHEET ALUMINUM ALLOY 3003H14.
SCREWS ARE SELF TAPPING #10 x 5/8" STAINLESS STEEL.
WHEN COUPLINGS ARE SPECIFIED, EACH LIGHT POLE WILL BE FURNISHED WITH TWO (2)
SKIRT COVER SECTIONS AND SIX (6) SCREWS.

INTENDED USE:

THE SKIRT COVER IS USED TO ENCLOSE VOID UNDER POLES WITH BREAKAWAY SUPPORT COUPLINGS.

SKIRT COVER DETAILS

REVISIONS	CITY OF ALBUQUERQUE
	<p>TRAFFIC</p> <p>STREET LIGHTING</p> <p>INSTALLATION & POLE DETAILS</p> <p>DWG. 2581</p> <p>JANUARY 2003</p>

NOTES

1. MASTARM SHALL BE DAVIT STYLE. DIMENSIONS SHALL BE AS NOTED. ARM SHALL BE ATTACHED ON A SHAFT TENDON AS DETAILED. SHAFT SHALL BE A ROUND TAPERED TUBE.
2. NUTS, BOLTS OR FASTENERS SHALL COMPLY WITH ASTM A-307 AND/OR AASHTO M-314 GRADE 55 BE EITHER ZINC PLATED, ASTM A-153 OR CADMIUM PLATED, ASTM A-165.
3. BOLT GASKET SHALL BE 22 GAUGE STAINLESS STEEL SHEET OF 18-8 SERIES (301, 302, 303, 304).
4. GROUTING SHALL BE IN ACCORDANCE TO SECTION 617 OF THE STANDARD SPECIFICATIONS.
5. ACCEPTABLE TYPE V LIGHTING STANDARDS ARE VALMONT HAPCO ALUMINUM, AND UNION METAL.
6. DETAILS SHOWN ARE FOR STEEL POLES. PRE-APPROVED ALUMINUM POLES MAY BE USED.